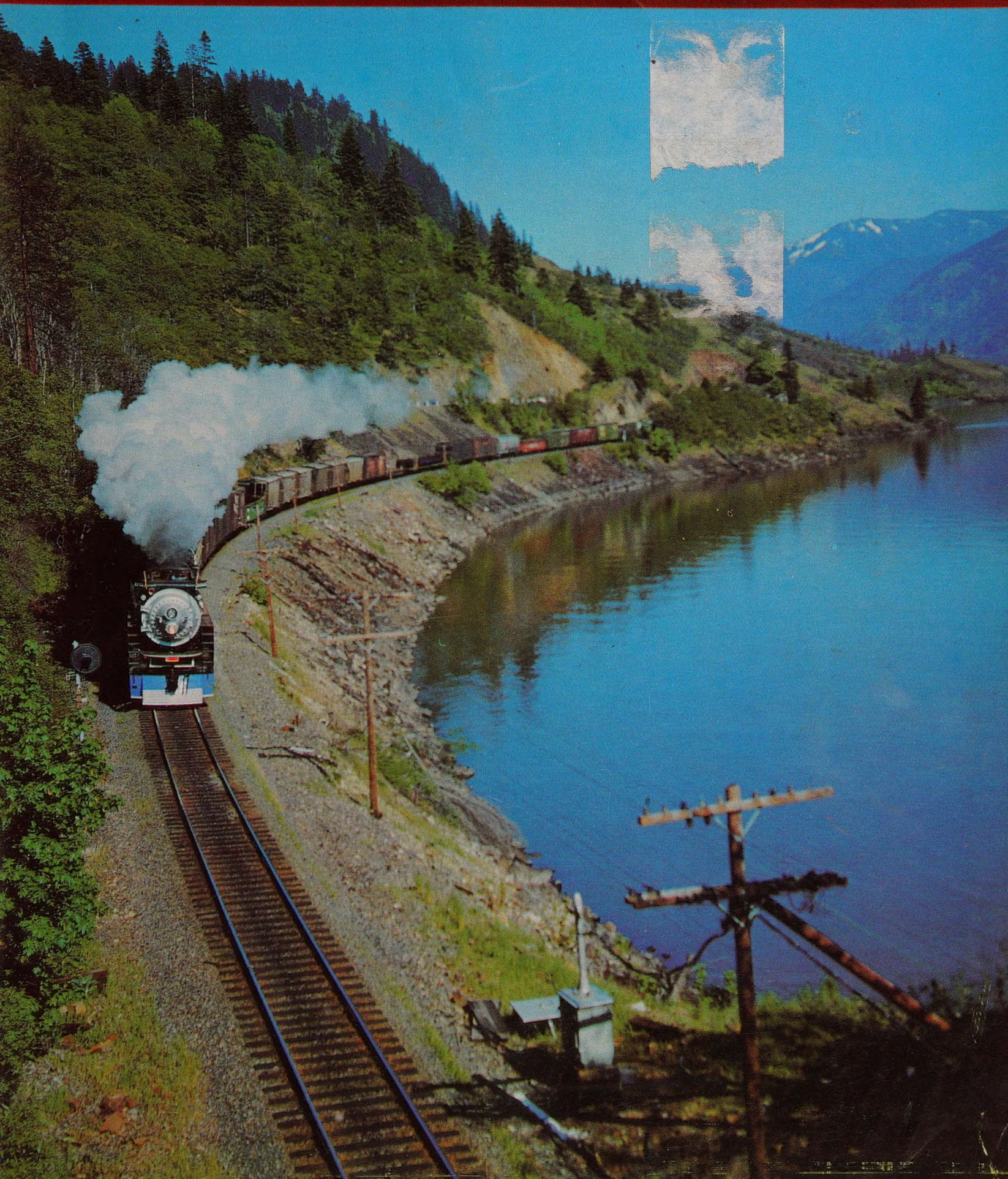
RAILROAD

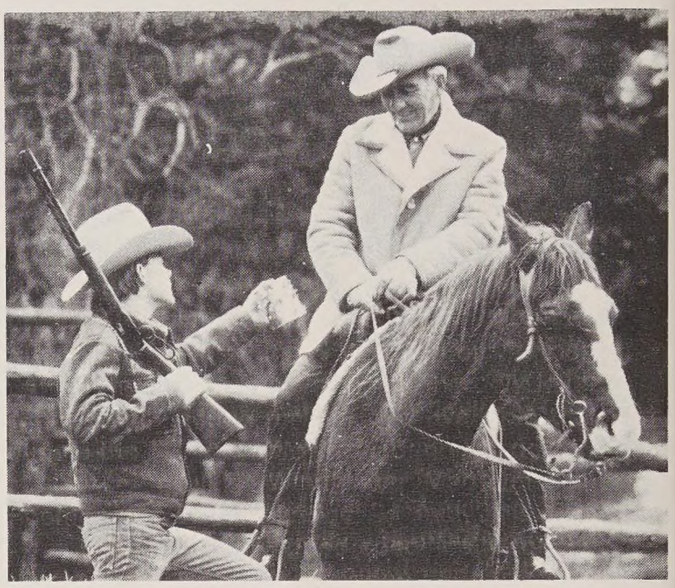
EPTEMBER 1975

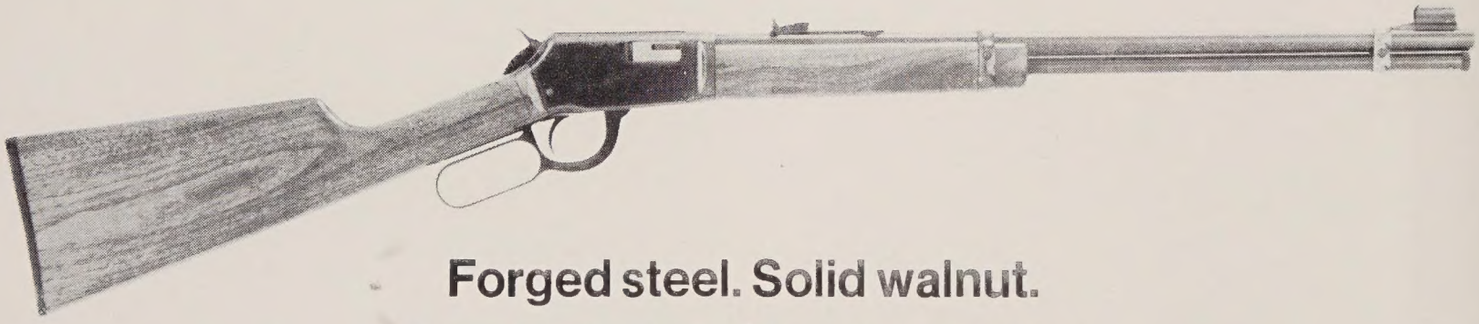
MAGAZINE $1.00



WORTH IT?

With most rim fire rifles selling for less money why are shooters standing in line to buy the Winchester Model 9422?





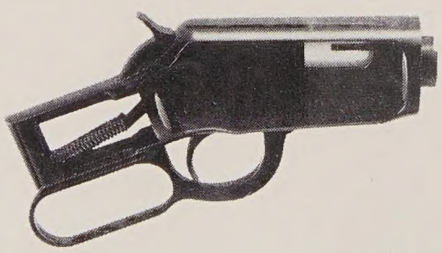
Forged steel. Solid walnut. Classic styling. Modern design. The big reasons the 9422 is "worth it".

It's true. There are many other rim fire rifles that cost less than the Model 9422. The reason they cost less money is that you get less gun. So if you have to pay a little more for a Winchester Model 9422 here's why we think you will find that it is "worth it".

Forged steel—not only in the barrel but also in the receiver, frame and finger lever. This means long life, great durability. (Compare this with other rim fire rifles that use cheaper alloy materials, such as zinc, in frame and receiver. This usually results in faster wear and a shorter life.)

Solid American Walnut—on the straight grip stock and carbine style forearm. (Compare this to so-called "Walnut finished hardwoods" that are actually nothing but cheaper grade birch, maple or cherry.)

Authentic, classic styling. The Model 9422 is styled after the legendary Winchester Model 94. (And who can better duplicate the true Western styling of this famous firearm than the company who first made it?)



Winchester . . . the way you want it.

WINCHESTER®

275 Winchester Ave., New Haven, CT., 06504

Magnum power. For a few dollars more the 9422M Magnum model lets you reach out further, hit harder. (This is the *only* lever action rim fire rifle available that is capable of handling the powerful 22 Winchester Magnum Rim Fire cartridge. In fact, this rifle was designed specifically for the magnum cartridge.)

Innovative features. A two piece firing pin mechanism that operates only when the action is completely closed and locked—for extra safety. Side ejection to permit low scope mounting. Adjustable, semi-buckhorn rear sight and bead front ramp sights included as standard.

For more reasons why the Winchester Model 9422 is "worth it" see your Winchester dealer.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 98, No. 5 September, 1975

ONE DOLLAR

FREEMAN HUBBARD
EDITOR

GORTON T. H. WILBUR
ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

BARBARA KREIMER
INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
PUBLISHER

BILL BALGLEY
ADVERTISING MANAGER

ROBERT SMREK
PRODUCTION MANAGER

TOM LAMBERT
CIRCULATION MANAGER

CHANGE OF ADDRESS: POSTMASTER — Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colo. 80302

FEATURES and STORIES

Madeleine and I Ride the Engine Cab
by Daniel Behrman 14
Photographs of the Month 20
Railroad Museum of Pennsylvania 24
Betty Tone Summers, Interesting Railfan 153
by Freeman Hubbard 26
Mid-Continent Railroad Museum
by Mike Eagleson 32
The Fall Guy, by Harry H. Harrison 39
Missouri Pacific Locomotive Roster (Part 2)
by Sy Reich 49

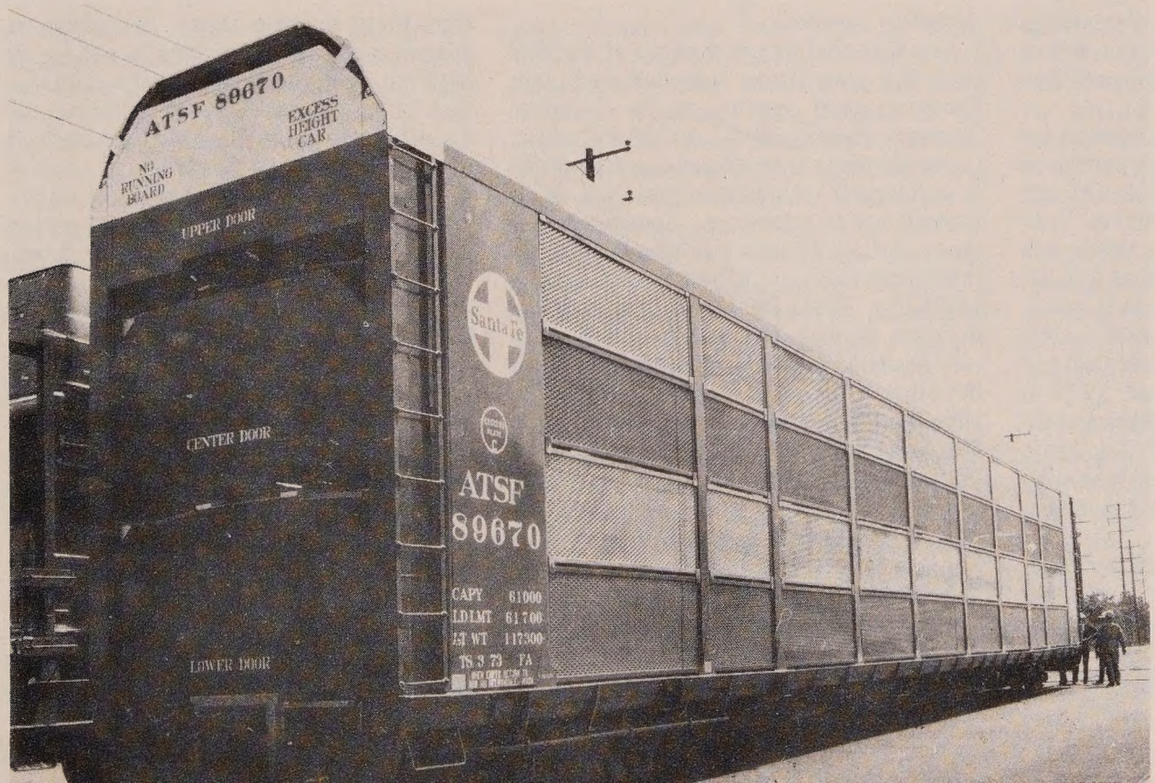
DEPARTMENTS

The Mail Car 2
The Hobby Club
by Sy Reich 10
Pasenger Train Survey 18
In Search of Steam
by Mike Eagleson 37
Trackside in the Diesel Age
by Jim Edmonston 44
Transit Topics
by Steve Maguire 52
Information Booth
by Barbara Kreimer 56
Books of the Rails
by Gorton T. H. Wilbur 61
The Switch List 62
Coming Events 63
Pen Pals Wanted 64

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices.

Copyright © 1975 by Popular Publications, Inc., under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form.

Single copy $1.00 Subscription in U.S.A.: one year $9, two years $15. Elsewhere: one year $10, two years $16. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

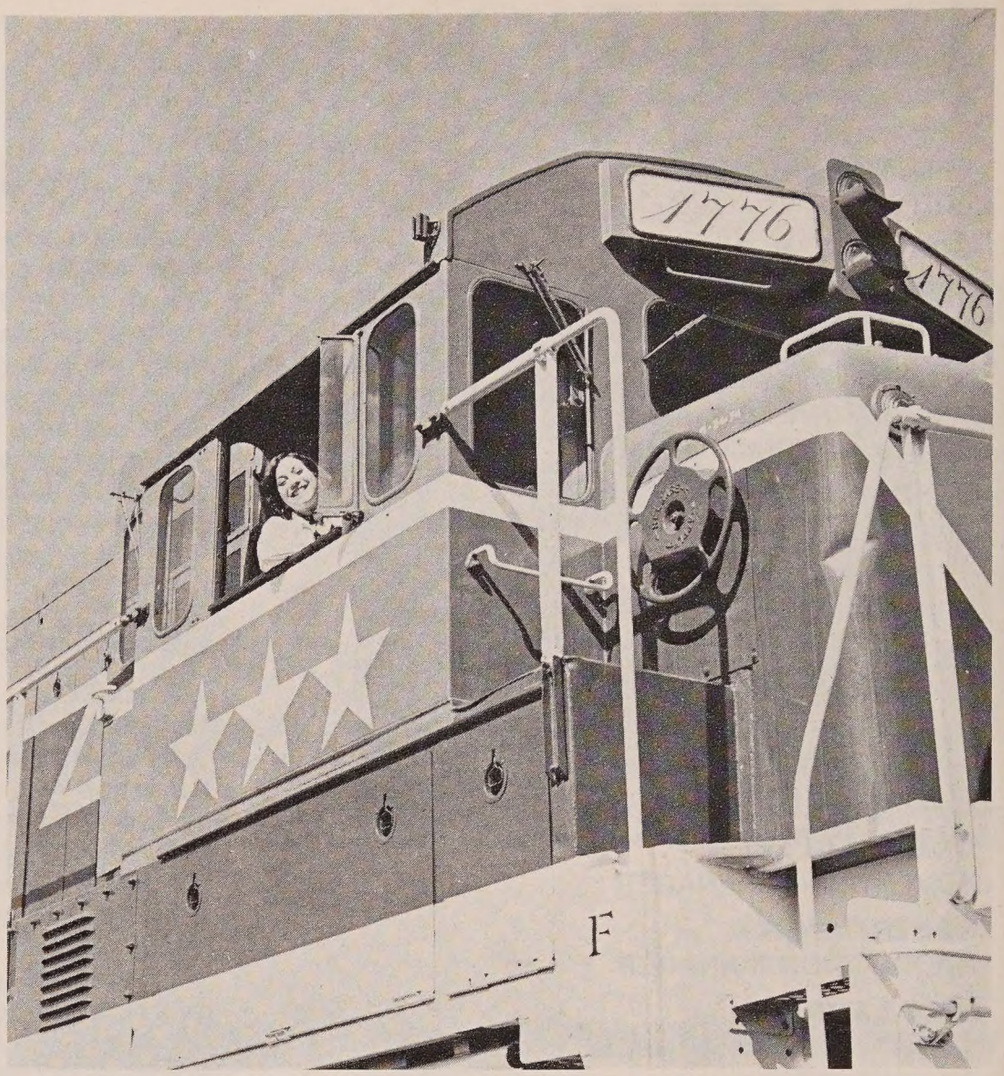


One of the more than 300 new vandal- and pilferage-proof rail cars built to ship Ford Motor Co. automobiles throughout North America. The new all-steel-enclosed, tri-level rail cars are expected to cut railroad expenses for auto loss and damage claims. The new units, called Safe-Paks, will be used on eight railroads.

Santa Fe photo

THE MAIL CAR

where editors and readers meet



Ellyn Freeman, Delaware & Hudson supervisor of special services, aboard D&H Bicentennial locomotive 1776, a U23B (originally 2312), photographed when the loco and a rolling museum car were displayed at Whitehall, N.Y., May 11, '75. Unit sees regular service.

Kip Grant, 221 Main St., Hudson Falls, N.Y. 12839

OUR COVER shows a Southern Pacific Daylight, No. 4449, on lease to the Santa Fe, pictured last May 12th running as X-4440 with a 43-car Burlington Northern freight eastbound from Vancouver, Wash., to Wishram, Wash., alongside the fast-flowing Columbia River. The 4-8-4 made her round trip unassisted, returning westbound to Vancouver with 28 cars, averaging a speed of 55 mph. Photo was shot by one of our "Interesting Railfans," Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 21205. Top photo on page 17 of our August issue, also by Gary, is another view of the same train.

Our October cover, by Nicholas Morant, will show a CP Rail diesel-powered train emerging from a mountain tunnel.

Address labels on some copies of our magazine mailed to subscribers contained so little glue that they fell off before the magazines could be delivered. As a result, those subscribers did not receive the magazine. We have no record of such names. If you are one of the unlucky few to whom this happened, tell us and we will send you a replacement. We have taken steps to see it doesn't occur again.

THE RARE and unusual Espee D-1 2-10-2's, class D-1, were designed to run through Glance Creek Pass between Bisbee and Douglas, Ariz. When a new line was built through Bisbee Jct. they were assigned to the El Paso & Southwestern. Apparently their job was to haul copper-loaded trains of 60 steel cars each from the mines at Bisbee to the smelter at Douglas.

When Baldwin delivered those steamers to the EP&SW in 1903 they were numbered 26-28, later renumbered 360-362. On Jan. 12, 1917, the 361 was converted to an 0-10-0 equipped with a slope-back tender and a Brown steam reverse gear (what was it?) and used in switching for about six years. After being reconverted to a 2-10-0, this loco (numbered 61 when a switcher) and her two sisters were sold in Sept. 1923 to the San Antonio & Aransas Pass, which renumbered them 300 and 302. Two years later the Texas & New Orleans took over that line and gave them their last numbers, 897 and 899.

The SA&AP used the ladders that extended from pilot beam to smokebox, with outside hand-rails, along with Cotter piston-valve conversions, on several groups of Consolidations; so we can assume that the Decapods gained some upgrading from their short stay with the new owner. The T&NO probably didn't do much aside from lowering the headlight and installing footboards, the latter being without a pilot, indicating that 51-inch drivers would perform best in switching service.

The tender shown in a photo of the 899 that Bill Jernstrom supplied for your February issue appears to be a typical Southern Pacific 90-R-1 or 90-R-2 class. Originally those engines were equipped with a rectangular coal-hauler that had oddly tapered side extensions, somewhat like those on Casey Jones' Ten-wheeler 382 on the Illinois Central. I have a photo taken in 1938 of a T&NO 2-8-0 with one of those Decapod tenders and wonder which class was assigned to them. What happened to the other tenders I can't say. — Gordon Y. Mills (Southern Pacific editor of Prototype Modeler, Inc.), 1159 Loma Sola Ave., Upland, Calif. 91786.

A Matter of Opinion

WRITING to "Dear Abby," a column copyrighted by Chicago-Tribune N.Y. Press Syndicate, someone brings up a problem met by people traveling alone:

"My seat partner wants to get acquainted in a hurry, so he (or she) starts to tell me his life history. Then out come the snapshots of the whole family. Some even tell me personal things about their lives, which are of no interest to me. I have tried to escape from these nonstop talkers by burying my nose in a book or pretending to nap — but then I'm depriving myself of the scenery. I wish I had the courage to say, 'Please shut up — you are boring me!' But I am basically a nice person (or a coward) and can't do that. So, Dear Abby, what should I do?"

Abby replies: "Turn to your seat partner at the beginning of the trip and say: 'I hope you're not expecting conversation, because I am hard of hearing.' Unless he or she knows sign language, you're free."

IN MY OPINION, you would improve Railroad Magazine by dropping your fiction. — Bernard L. Albert, M.D., 87 Runstall Rd., Scarsdale, N.Y. 10583. (Ed. note: How many readers agree with him?)

DESPITE all this talk about women's lib, engine and train service should be for men only. I resent females getting such jobs. A locomotive engineer told me that he had to fire for 17 years before being promoted to

Gathering shadows toward end of day make this an impressive camera study of Chesapeake & Ohio yards at Charleston, W. Va., in 1950s.

Photograph by the late William M. Rittase

the right-hand side but that now girls are being given a few months' training and taking over these jobs rather than keep them open for men with families to support. If girls want to railroad, let them be clerks, comptometer operators, or secretaries. I would welcome hearing from anyone, male or female, on this subject. — James R. McNeish, Box 184, Hartwick, Iowa 52232.

I AM a railroad-lover in the messed-up younger generation. Unlike drugs, my hobby is a safe form of escape from some of the problems besetting high school kids. I enjoy all of your magazine except the rail-girl pictures and much prefer the 'Men Working' photos you used to run. — Dave Yingst, 1081 Harding Court, Claremont, Calif.

Our Monthly Newscast

AN INVESTIGATION of the Freedom Train by the U.S. Department of the Interior is sought by Ronald M. Mottl, an Ohio Congressman. In a letter to Acting Secretary Kent Frizzell, he asked the Department to find out why the non-profit American Freedom Train Foundation requires the services of seven top officials being paid between $30,000 and $45,000 a year. Also, what safeguards the American people have against these officials increasing their salaries before the train makes its final run in February, 1977. Also, will the State of Massachusetts, rather than the U.S., have first claim on the profits, if any, from the train venture?

DELAWARE & HUDSON is in a distinctive an enviable position. It is the only major New York State railroad in solvent and tax-paying condition. It "suffers," in other words, from apparent good management, and as railroads go today, this is unique.

A BRONZE plaque on a large locomotive wheel at Adair, Iowa, marking the location of a typical Old Western type holdup, has been stolen. It bore the inscription: "Site of the first train robbery in the West, committed by the notorious Jesse James and his gang of outlaws July 21, 1873." The marker was placed by the Rock Island in 1954, at the time of the re-enactment of the train robbery during Jesse James Days.

UNION SWITCH & SIGNAL Division of Westinghouse Air Brake Co. is shutting down its Pittsburgh, Pa., forging operations, which employ 25 workers, to meet Allegheny County air pollution standards.

SOMEONE sent us a photo of a lone pig walking the streets of Vaughan, Miss. An active community during the early 1900s, it is now a ghost town with only one store and a post office, both frame buildings. The Casey Jones Museum the state will establish there will share space with the post office, Vaughan being the site of the wreck in which Casey "went to glory" 75 years ago. That episode was just one of 27 rear-end

collisions which occurred on U.S. railroads that month.

PART of a Rock Island freight train jumped the track at Vinton, La., the other day, cracking open a carload of Army antitank missiles. The center of town was temporarily evacuated.

NEW YORK'S Governor Carey signed the $250 million railroad preservation plan into law on June 25th authorizing an immediate start on 30 projects aimed at putting that state's sick railway industry on the track to recovery and at creating 7,500 jobs. The signing occurred less than 24 hours after the Legislature approved the measure.

Most of the initial expenditures are earmarked for track and signal improvements on upstate lines, including $23 million to further a high-speed passenger service between New York City, Albany, and Buffalo. Also, $14 million will be used to improve the Port Washington branch of the Long Island Rail Road and to modernize commuter passenger cars on non-electrified portions of the LIRR.

AMTRAK has been ordered to pay $30,000 to a teenage girl who was raped on one of its trains. The Federal District Court judge in Columbia, S.C., who ordered the payment on June 16th designated $10,000 as punitive damages. He ruled that the failure of one of the railroad's female employes to aid the victim was an "act of indifference and disregard for her duties." The judge said that the employee had heard the girl's screams and should have obtained help.

The 18-year-old victim was a passenger on a train traveling from Virginia to Florida in 1972. The assailant, Joseph Reyna, is serving a 10-year jail sentence for the attack, which occurred near Florence, S.C.

THE SCENIC splendor of the West and Southwest and the proud native heritage of the Indians inhabitating this land — their culture, arts, skills, and ceremonies — have been depicted on Santa Fe calendars since 1907. Now, Santa Fe is offering a set of four reproductions of past calendar pictures: "Navajo Silversmith" (1961), "Hopi Kachina" (1964), "Indian Wagon Camp" (1968), and "Monument Valley, Arizona" (1966), at $5 a set. Each print is 12x14 inches, in full color, ideal for framing. Send check or money order to Advertising Direction, Inc., 224 S. Michigan Ave., Chicago, Ill., 60604. (Illinois residents add 5% sales tax.)

MORE THAN a billion dollars worth of new locomotives and railroad cars will be needed in the next six to eight years to move anticipated increases in Western coal, according to Carl E. Bagge, president of the National Coal Assn. He says that hauling such coal will require about 1,200 to 1,500 large locomotives and some 30,000 large open-top cars. His statement appeared in the quarterly publication of Pullman Transport Co., which leases freight cars.

READING CO. archives have been transferred from the Historical Society of Pennsylvania to the Eleutherian Mills Historical Library. Says Reading President Charles E. Bertrand: "We are glad this important segment of our corporate history, intertwined with the area's industrial history, is being preserved and made accessible to scholars and researchers."

Detoured by flood and with pilot aboard, Amtrak West Coast-Chicago passenger train bound for Milwaukee leaves Milwaukee Road track, entering "east wye" of the Chicago & North Western Railroad.
Yvonne Yahnke, 1305 N. Sherman, Madison, Wisc.

EVER hear of a cow opening a switch and derailing a freight train? It happened near Bristow, Okla., in 1925. A Frisco train had hit a cow on the tracks, hurling it against the handle of a manual switch, which thereupon opened, ditching the train and scalding the engineer.

POLICE have recovered about 120 cases of beer in an interstate shipment that were stolen from a disabled boxcar parked behind a high school in Council Bluffs, Iowa, and have arrested several teen-agers and adults. Railroad agents and the FBI helped in the investigation.

FIREMEN responding to a Penn Central boxcar fire in Spring Arbor Township near Jackson, Mich., last May 22nd had to drop everything for half an hour, because of a tornado warning, and let the fire burn. The blaze caused about $3,000 damage to the car and an unknown loss to its load of rubber goods.

CHESSIE SYSTEM, which includes the Chesapeake & Ohio, Baltimore & Ohio, and Western Maryland, is about to be greatly expanded. It will buy more than 2000 miles of rail lines under terms of an agreement approved in principle by the board of the U.S. Railway Assn. For an anticipated outlay of $115 million Chessie will get the Erie Lackawanna's eastern section from Wadsworth, Ohio, to Hoboken, N.J.; numerous Reading lines in eastern Pennsylvania, and a Penn Central segment in West Virginia from Charleston north to the Ohio River at Point Pleasant.

The expanded system would give Chessie a big leg up on the Norfolk & Western, its principal competitor as a coal carrier in that area. The transaction requires approval of the ICC, Congress, and a special court created by Congress. Because of the many hearings and approvals still ahead it would be early next year before the expanded Chessie System could become a reality.

FOR THE FIRST time since the steam-powered Arcade & Attica in Upstate New York re-instated passenger service in 1962, it was shut down over Memorial Day weekend and, in fact, for over two weeks, because of a flood, reports Suzie Barche, RD 1, Rte. 16, Delaware, N.Y. 14042. The A&A is seven miles long and has a female general manager, Mrs. Ruth C. Tanner.

ANOTHER short line put out of commission recently for more than two weeks is the California Western that runs between Fort Bragg and Willits, Calif. A oversized boxcar ripped out the support timbers of a railroad tunnel near Fort Bragg, collapsing the tunnel's west end.

A NEW PAGE in the 104-year saga of the Katy is the first phase of a $19 million loan to the railroad by the U.S. Railway Assn. Congress created the USRA in 1974 to help rebuild many of the nation's railroads. This is its first loan under the Regional Railroad Reorganization Act. The loan will probably not cost the taxpayers a penny because, under the agreement, M-K-T will repay the principal, plus interest, within 15 years. Katy will use the initial $8.9 million of this loan to rebuild roadbed, repair rolling stock, and as working capital.

He Remembers Bedwell

HARRY BEDWELL, Southern Pacific operator and Railroad Magazine author, traded positions with me in 1952. I was the final agent at Santa Susana, Calif., one of the last places Harry worked on the Los Angeles Division. He died some years ago, but do you know the address of his widow, Lorraine? (Ed. note: Sorry; she, too, is dead.)

Harry was not working at Santa Susana when we traded assignments, but was holding a temporary job at Montalvo, Calif., which was put on every year from about July 1 until Oct. 1 to handle the entrance of an extra local train on the Santa Paula branch during the heaviest orange-shipping season. They couldn't fix up two locals to run on the

branch at the same time without having a brass pounder at the mainline (Coast) junction to get two train orders for them to use into Oxnard, four miles distant. (Now, an APB signal system is controlled by the operator at Oxnard, letting these trains operate into the Oxnard terminal without orders.)

This little job consisted of coming on duty at the appointed time and waiting until the headlight could be seen coming around the curve of the wye or until the conductor called in from the last company phone before reaching Montalvo. After clearing the local freight with the two orders, he'd leave and the operator would "OS" his to the "DS," who would usually say "Good night," a signal that he would no longer need the operator. The op would then go home, as conditions there with no train order signal or means of handling mainline orders made it impossible that he'd be needed. Harry enjoyed such jobs, as he wrote many of his stories on company time. However, he kept his head cut in and could handle any job.

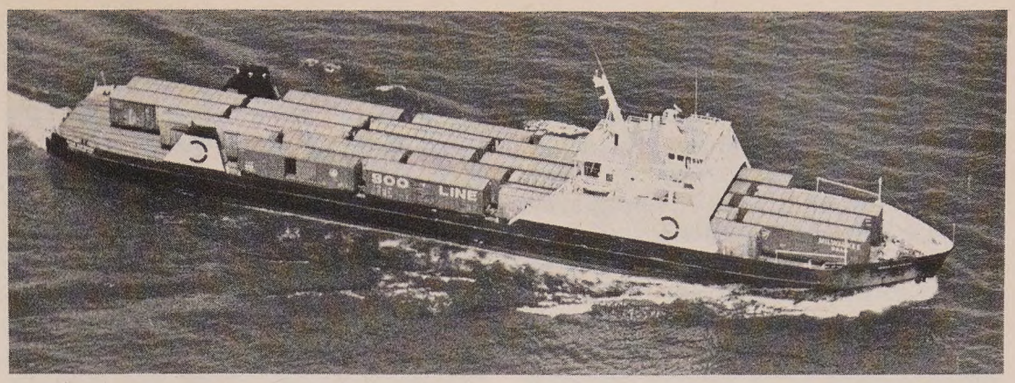
Harry aften relieved agents under the "step-up" rule, a device designed to give aspiring operators experience in agency work and provide experienced "reliefs" to agents for vacations, etc., when no extra-board men with agency experience were available. Harry went from this job to Oregon (Portland Div.) and the extra board there, doing agents' reliefs. That is what I did there while awaiting an opportunity to bid in such a job. I was out of a job in about a month after arriving at Montalvo (now part of Ventura, Calif.). The local didn't last long that year. I promptly bid in a relief job around that area, working a different shift every day, including two third tricks.

In 1958 I was agent at Carpinteria until it was abolished. Then I took a vacancy as 2nd telegrapher at Santa Susana until another agency showed up. This lasted for 14 months. During this period, Frank Donovan wrote a book about Harry and indicated that I had traded rights and positions with him. The text gives the impression that I was "the operator" there at the time. Actually, the boss was Jack Pickford, now retired. I was 2nd telegrapher and Laura Sims was 3rd. Her husband was agent at the next station, Moorpark. We also had a relief who came in 3 days a week.

Santa Susana was a classic SP station of the late two-story type, in good condition and quite famous. It was the scene of many movie shots both as an early Western depot or as a country station in the late steam era. It was the closest thing to Hollywood which had rural atmosphere. Eventually the City of Simi Valley bought the depot for an oldtime museum and moved it to a public park, where hopefully its slightly colorful past will live on for posterity. — Charles Munro, 635 Clay St., Fillmore, Calif. 93015.

The Personality Parade

THOMAS T. TABER'S large collection of photos, books, and other railroadiana has been willed to the new Pennsylvania

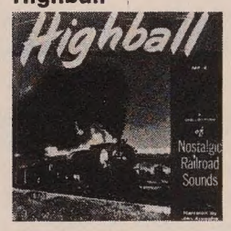


New rail car transporter, the M.V. Incan Superior, built in Vancouver, B.C., runs between roll-on, roll-off terminals at Thunder Bay, Ont., and Superior, Wisc., in 14 hours. Owned by Incan Ships Ltd., the vessel reduces by 80 percent the time for moving rail traffic from Thunder Bay area to rail lines in Midwest United States.

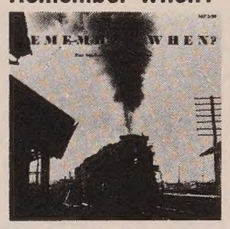
For the Sounds of your Life...

. . . . . Dig these Stereo/Monaural 12" L. P. Albums

Highball



Remember When?

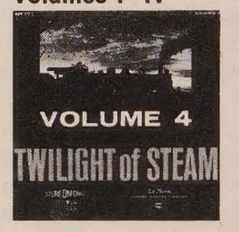


Ghost Train*

Mister D's Machine

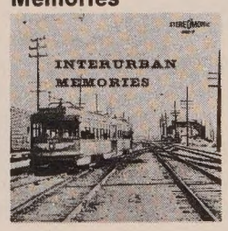
Steam Railroading under Thundering SKIES*

Twilight of Steam Volumes I - IV*



Sunday Only

Interurban Memories



Steam In the 60's Volumes I & II*

Free Complete Catalog upon request

NEARING TWENTY YEARS OF SOUND SERVICE

*Now on tape . . . Stereo 8, $7.98 each

Mobile Fidelity Records
P.O. Box 336
Burbank, California 91503
Shipment postpaid anywhere U.S.A.

$5.98 each
$21.00 any four SAVE $3.00
$26.00 any five SAVE $4.00
California residents add 6% tax.

ALSO AVAILABLE AT MANY HOBBY AND RECORD DEALERS

State Railroad Museum at Strasburg, Pa. We do not know the status of his massive two-volume history of the Lackawanna, which was well on the way to completion when he died recently at age 75.

ROBERT W. RICHARDSON, curator of the Colorado Railroad Museum at Golden, Colo., and one of our "Interesting Railfans," has been awarded an honorary life membership in the National Railway Historical Society. The award was a surprise event at the regular meeting of the Society's Intermountain Chapter. Lifelong railfan and historian, Bob went to the museum when it was founded in 1958, having previously railroaded on the Rio Grande Southern.

EDWARD C. JORDAN resigned as president of the U.S. Railway Assn., effective July 8th, to become president of ConRail, with a five-year contract at a base salary of at least $150,000 and possibly $200,000 a year. Among his new duties is planning for the rehabilitation of the bankrupt railroads involved and their integration into ConRail. His record prior to the U.S. Railway Assn. presidency in 1974, as released by the Association, does not include any rail-oriented work.

RON BYTNER, associate editor of Santa Fe Magazine, published in Chicago, has been promoted to editor-in-chief, succeeding John J. Knifke, who retired on June 30th.

THOMAS J. SMITH, age 98, has been awarded a 70-year honor badge for his long membership in the Brotherhood of Locomotive Engineers. He hired out to the Southern Ry. in 1898, was an engineer with the Atlanta, Birmingham & Atlantic from 1907 to 1909, and until his retirement in 1942 pulled trains on the Atlantic Coast Line.

SEABOARD COAST LINE has agreed to pay $1.6 million damages to the parents of a girl who has been in a coma since she was injured four year ago when a train struck the automobile in which she was riding. The suit was brought by the parents of Benita Brown, who was injured in the 1971 accident at a grade crossing near Miami International Airport. She was 19 at the time.

AFTER retiring from a busy practice in nuclear medicine and endricronology, C. Darmin Jurss got fed up with idleness and went to work on a Grand Trunk Western medical car.

"I'm from a railroad family," he says. "I worked in the cinder pits when I was 16, before I went to medical school, and the idea of going back to railroading half a century later sounded like fun."

So for nearly five years Jurss has been the GTW's traveling medical examiner, living and practicing in the converted parlor Wabascon Lake that is now the last medical car to be found in U.S. railroad lines. Every March he and his wife and their cat leave their summer home at Fort Walton Beach, Fla., and head for Illinois, Indiana, Michigan, and Wisconsin, the four states in which the GTW operates. From then until the onset of cold weather they travel some 15,000 miles each season, patrolling 16 cities and towns and settling down at rail sidings for as long as he is needed.

JEAN-MICHEL LECLERCQ, formerly of Montreal, Canada, and now living in Divonne-les-Baines, France, has been appointed European representative by the board of directors of the Canadian Railroad Historical Assn. He says the Spanish Government has decided to build a standard-gage rail line from the French frontier at Port Bou-Cerbere to Figueroa, Spain, to centralize freight traffic, customs, and immigration inspection prior to the forwarding of freight over the broad-gage lines of RENFE to destinations in Spain. The lines and accessory installations may be completed next year.

AUTHOR of "120 Years of Steam Locomotive Development" (June '75), the late Paul T. Warner, was for many years the official historian of Baldwin Locomotive Works and editor of its publications.

MY REGULAR engineer on the old Erie was Guy Terry. We were called to run light to Salamanca, N.Y., with Clifford Montgomery as flagman. Passing over the Genesee Viaduct, we had a hard bump. Guy stopped and Cliff went back to flag. He seemed so scared that I asked him what was wrong. About 20 feet of rail was gone! My knees buckled. Guy backed up to the guard-rail and cried out, "Oh, my Lord!" and put his hand to his stomach. The earth below was so very soft that I am not sure the missing rail was ever found. I am now 83 years old; retired in 1959, with 46 years of railroading. — C.F. Woodard, 96 Crosby St., Hornell, N.Y. 14843.

YOUR "Great Days of Circus Trains" (July issue) could well be extended to tell the story of a carnival, Strate's Shows, which also travels by train. Each year it pulls into my home town, Hamburg, a suburb of Buffalo, over the Erie Lackawanna and stages a parade to the Erie County Fairgrounds. This route was extensively upgraded a few years ago, but its northern half is now marked for abandonment. However, the energetic efforts of our Mayor Dorothy Meloy (the region's first woman mayor) and shippers may have saved the line. Mayor Meloy is especially interested in it for future rail rapid transit. Like circus trains in their glory days, the gaily colored wagons of Strate Shows are rolled off the ends of extra-long flatcars, and tractors urge the loads along the highway to the Fairgrounds. Plenty of juniors show up each year to "help." The main difference between a carnival and a circus, as Freeman Hubbard's article pointed out, is that no carnival has elephants. — William C. Kessel, 99 Center St., Hamburg, N.Y. 14075.

LILLIAN LEITZEL, "darling of the circus world," is buried at Inglewood, Calif., not Ingleside as your article in the July issue stated. — Mrs. Irene Piper, 913 W. 70th St., Los Angeles, Calif. 90044.

HERE is "The Dying Hobo," author unknown, reprinted in answer to several readers' requests:

Beside a western water tank
On a cold November day
Inside an empty boxcar
The dying hobo lay.
His partner stood beside him
With sad and drooping head,
Listening to the last dear words
His dying comrade said:

"I'm going to a better land
Where everything is bright;
Where handouts grow on bushes
And you sleep out every night.
Where you never have to take a bath
Nor even change your socks,
And little rills of whiskey
Come trickling down the rocks."

The hobo stopped, his head fell back;
He had sung his last refrain.
His partner stole his hat and shoes
And caught the eastbound train.

Our Canadian Neighbors

MAY 1, 1850, is a date to remember. It marked two important events: (1) George Stephen's arrival in Canada at age 21 as an emigrant and future first president of the Canadian Pacific Railway and (2) the beginning of operation of the St. Lawrence & Industry Village Rail Road, oldest constituent of the present CP Rail system.

We learn from CP Rail News that Stephen reluctantly quit the presidency of the Bank of Montreal in 1881 to become top man on the fledgeling Canadian Pacific. During the next seven years he started the road's tradition of sound financial management which is still in effect. Meanwhile, the Industry Rail Road had been incorporated in 1847 and completed in 1850 to connect Industry Village (now Joliette, Que.) with Lanoriae, 12 miles distant, the nearest outlet on a navigable waterway. In 1880, control of the line was acquired by the Quebec, Montreal, Ottawa & Occidental Railway, which later became the North Shore Railway. CPR bought it in 1885. Eight miles of it are in service today in the Laurentian Division's St. Gabriel subdivision.

GOOD news for Canadian Pacific employes nearing retirement age: Most of you will live longer than anybody else. That's the conslusion which Dr. A.L. Kerr, assistant chief of medical services, Montreal, arrived at after conducting a brief survey.

On reviewing obituary lists over a 12-

month period, company Medical Services discovered that CP pensioners live to an average age of 77.4 years. The assumption from this is that average company veterans enjoy a long retirement period. A number of pensioners are in their 90s and still going strong.

CP RAIL will fall to pieces unless it is allowed to increase freight rates, scrap uneconomic passenger services, abandon many branch lines, and take other action to rescue itself from worsening financial problems, Canadian Pacific chairman Ian Sinclair told the Commons transport committee, in a rare appearance before a parliamentary body.

CANADIAN NATIONAL has taken a further step toward making the metric system more familiar to Canadians by including metric data in its new freight equipment catalog. This catalog allows CN customers to study dimensions and data on various types of freight cars used to move goods across the country. CN recently became North America's first railway to use both miles and kilometers for distances listed in its passenger timetable.

Canadian National expanded its major services in 1974 and earned an operating profit of $51.6 million — the largest surplus, before payment of interest on debt, achieved by the Crown Corporation since 1956. Its annual report shows rail traffic rose and gross revenues reached a record of nearly two billion dollars, $346 million higher than in 1973.

However the report describes the overall financial results as "disappointing." It says: "Interest on the long-term debt of the Company amounted to $89.6 million — an increase of almost $20 million over the previous year — and the payment of this converted the operating profit to a deficit of $37.7 million."

Sharp increases in interest costs are due to higher rates on refinancing matured bonds and government loans and to the fact that interest of $5.5 million was charged on a government loan previously interest-free. The loan was originally made to help CN rehabilitate the Newfoundland Railways.

ONE of the largest and most modern railway crew facilities in Western Canada was officially opened at Wainwright, Alta., in June by Canadian National Railways. The two-story 48-bedroom crew lodge is the new "home away from home" for train and engine crews operating eastbound from Edmonton and westward from Biggar, Sask.

White Terror in the Poconos

ONE bitterly cold day in 1926, after my third cousin Jack Kelly had been braking on the Lackawanna for a few months, his crew picked up a freight train at Scranton, Pa., and took it east to Port Morris, N.J. They climbed the long grade up the Pocono Mts. (top elevation, 3,400 feet), swept by a howling sub-zero wind, with a 2100-series engine on the head end and a 1400 pushing their rear.

At the top of the grade they cut off the 1400 and picked up 8 empty cars from a siding at Sloatsburgh. Jack went back through the snow with a flag and lantern to protect their rear. As he could see for miles down the mountain in the bright afternoon sun, he walked back only a short distance. The wind was so cold that his forehead ached painfully.

The empties were quickly collected and the engineer blew four long whistle blasts to call in the flagman. (The rule called for four blasts, or even numbers, for eastbound trains and five, or uneven numbers, for westbound.) Running and wading through the deep snow to the caboose steps, Jack waved a highball with his lantern. The hogger acknowledged this signal with two short whistle blasts and they were on their way again. Jack had become so chilled by exposure to the gale that he was glad to sit beside the cherry-red coal stove in the caboose.

The long freight crossed the plateau and began to descend the mountain. Twilight came on. From there to level ground are more than 18 miles of downgrade. About

A magnificently illustrated history of railways and the people who built them, ran them, and rode them.

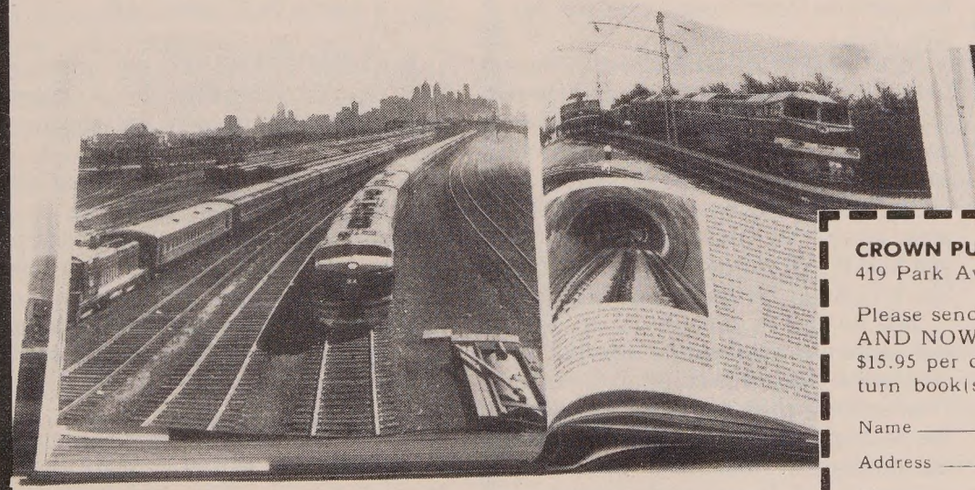
From the earliest steam-driven engines to today's high-powered diesels and monorails, RAILWAYS THEN AND NOW recaptures and celebrates the great tradition of railroading and the people who made it work — those who planned and laid more than 780,000 miles of track throughout the world.

Written by O. S. Nock, author of seventy books on trains and locomotives, and packed with more than 365 wonderful illustrations plus 24 pages in full color, RAILWAYS THEN AND NOW is an essential book for railroad fans everywhere. Size 9¼" x 12".

RAILWAYS THEN AND NOW

A WORLD HISTORY
by O.S. Nock

$15.95, now at your bookstore, or use coupon to order.



CROWN PUBLISHERS, Dept. RM975
419 Park Ave. South, New York, N.Y. 10016

Please send me____copy(ies) of RAILWAYS THEN AND NOW. Enclosed is my check or money order for $15.95 per copy. If not completely satisfied, I may return book(s) postpaid within 10 days for full refund.

Name _____

Address _____

City _____ State ____ Zip ____

Please add applicable sales tax.

E

three miles down the eastern slope, west of the famous Paradise Cut, they slowed to stop at the siding to pick up the three empty cars they had brought up a few days before as ballast. As they approached the siding, Jack got off the caboose so that he wouldn't have to trudge up the mountain in the drifted snow. He was a happy-go-lucky fellow but very conscientious about his railroad duties. This time he wanted to be far enough away from the caboose to protect their rear in case an unscheduled train should be following them and suddenly flash into sight over the mountain. It would need a long distance to stop on the steep downgrade. Early darkness had settled down over the bleak mountains.

Again Jack felt terribly cold, but he knew it would take only a short time for his crew to cut off the engine and back into the siding, pick up the empties, and rejoin the train. Slapping his arms and stamping his feet did very little good in the sub-zero wind. Within a few minutes he heard the welcomed four long whistle blasts and waded through the deep snow as fast as he could toward the warm caboose.

But the engine crew, probably thinking of his previous short flag, did not realize how far he had gone back this time. Both the hogger and the flagman kept looking back toward the end of the long train for his highball. They, too, were bitterly cold, and eager to close up the cab and start back home.

Jack's hands were so numb that he had slung the lantern in the crook of his elbow. Concentrating on his footing in the snow, he lurched from side to side. The two men in the engine cab thought they saw his highball. With two crisp blasts of asknowledgment, the hogger released the brakes, opened the throttle, and soon the big engine was gathering momentum on the sharp downgrade. Jack was still a considerable distance from the caboose and realized in a panic what had happened.

Consider these facts that were brought out by the superintendent in a subsequent investigation:

(1) Both engineer and foreman thought they had seen a legitimate highball.

(2) As soon as the train began to move, the engine crew closed up the cab against the cold and did not look back. If they had done so, they would have seen poor Jack wildly swinging a "washout" signal.

(3) The conductor had quite properly climbed up in the cupola to watch over his train. When he heard the engineer give the usual acknowledgment for a highball and immediately felt the train begin to move, he reasonably assumed that Jack was aboard and downstairs warming himself by the stove.

(4) That was the day's last pickup. They were to proceed to Port Morris without another stop. As Jack had no further immediate duties and the skipper was on duty in the cupola, conditions seemed normal.

Meanwhile, the lonely brakeman continued desperately to wave a washout signal until the caboose markers disappeared in the darkness. He said later that the emotions of abject fear, panic, physical pain, and the awful feeling of desolation washed over him in waves. But he tried to calm down and reason out the situation. He wondered how many hours he could survive in such unbearable cold. He remembered stories he had heard and read of men almost frozen to death in which, as the last stages set in, they were victims of euphoria, losing consciousness of the cold and actually believing they were warm. It was comparable to seeing a mirage in a hot sandy desert.

Jack looked around hopelessly for a farmhouse or even a road, but in the pitch blackness of an early winter evening he could see nothing, nor could he remember any house in that area of the Pocono Mts. The terrible feeling of being utterly alone overwhelmed him. He decided that to strike out over the deep snow-covered fields would be suicidal. His best feeble hope was to stay near the tracks.

Numb with cold, he was on the verge of disorientation. He could not think of anything to do except put the still-lighted lantern under his coat for some warmth. This he did, but discovered with fright that the lantern began to sputter from lack of oxygen, and quickly yanked it out.

Jack was aware that even if his own train crew were to discover his absence it would take some time for them to uncouple the engine, find a trackside phone, explain the emergency to the dispatcher, and return on the westbound track, searching for him. This reasoning suddenly recalled to him the train that would normally be following his own train on the schedule. So he painfully drew out his train-book, with its timetable, and his stiffened fingers found the correct page. Turning up the lantern for enough light to read by, he learned that the Whitelight Limited was due at an estimated 4:10 a.m. in about this area. He glanced at his watch. He'd have to wait about 65 minutes for it. (Incidentally, the Whitelight Limited was pulled by Emil Johnson, a hogger he had known for many years. It was advertised to arrive in Hoboken at daybreak so that businessmen could spend a whole day in New York.)

Jack Kelly felt so cold and in such anguish from the sub-zero wind that it was a question of whether or not he could stay alive for another hour, even assuming the Limited were not delayed. Somehow, he did have enough vitality to do so. He slapped his arms around his chest, stamped his feet, and held his gloves over his mouth to help him breathe in the brutally cold wind.

Just as he had about given up, he saw with ecstasy a glow in the sky that could only be the blessed headlight of the Limited. Then, within a short time, he caught sight of the headlight itself. With dwindling strength but fierce determination, he swung a washout signal. The acknowledgment of two short whistle blasts was the sweetest sound he had ever heard or even could hear this side of the Pearly Gates. Soon the Limited, with rings of fire from its brake-shoes, came to a stop in the snow in front of him.

Almost stunned with amazement, the engine crew saw what state Jack Kelly was in. They instantly got out of the cab and assisted him back to the mail car. My third cousin was safe! I hate to think what would have happened if the Whitelight Limited had been late that cold dark winter afternoon on the mountain.

The rest of the story is soon told. One day in 1927 at Rockaway, N.J., Jack committed the unforgivable sin of turning a switch too soon under a boxcar being kicked into a lumber company siding. The car's two trucks went in opposite directions. The car itself was upended and fell on its side, sliding down the tracks until it came to rest, and splintered the front of the loading platform at the station. The brakeman riding the car top jumped, surviving with a broken ankle. The freight car with its contents strewn about was in a very bad position, blocking all the main tracks. A wrecker from Jersey City eventually cleaned up the mess.

Jack, of course, was fired. The superintendent said it cost about $1,200 even to call the wrecker out for an accident! Jack got a job in the Denville, N.J. Police Department and died a few years ago. This story came from my father, Robert J. Fichter of Rockaway. — Robert P. Fichter, Office of the Mayor, City Hall, Boston, Mass. 02201.

News from Foreign Lands

POLICE at Santa Fe, Argentina, opened fire on about 300 people who sacked a freight train loaded with sugar, a scarce commodity in that country. No casualties were reported. Whether the Argentinians know it or not, they are better off with a lowered sugar consumption. Their teeth have fewer cavities, they are less prone to certain diseases, and their general health is likely to improve for as long as sugar is hard to get.

Also in Argentina, a motorist says he "will probably go into the history books" after his automobile was hit by a subway train. He had parked it too close to a spur leading from a tunnel to a repair yard.

A GERMAN-DESIGNED rail vehicle, the Transrapid-04, conveyed by a magnetic fluid, is intended to carry passengers at a top speed of 250 miles an hour. This conveyance, which looks like science-fiction, recently made its first public run on test rails at Munich. Higher speed is typical of our age, but here is a good question: how do YOU spend the time you save by faster traveling? Unless you can utilize those extra minutes or hours to accomplish something worthwhile, you really haven't gained anything at all.

Also in Germany, in the Alpine foothills south of Munich, 36 persons were killed and 86 injured on June 8th because a southbound train, which runs every day, failed to stop to let a northbound week-end

Crew takes apple break as Philadelphia, Bethlehem & New England No. 31 idles in yards at Bathlehem, Pa., on a warm day in Aug. '74.

Thomas Trenkansky, 190 Lower Creek Rd., RD 7, Ithaca, N.Y. 14850

special go by. The trains had a "cornfield meet" while running at high speed.

SIX THOUSAND Vietnamese are "working on the railroad," the Provisional Revolutionary Government says. They are working to repair South Vietnam's war-shattered rail system and link it with North Vietnam, another step toward reunification of the country.

ABSENT-MINDED Japanese left the equivalent of $6.5 million in cash aboard trains and at railway stations throughout the country in the 1974 fiscal year, the Japan National Railways reports.

FROM ALL OVER the Soviet Union engineers and construction workers are being commandeered to work on one of the world's most ambitious rail projects, a 2,000-mile route through the forest winderness of Siberia where temperatures of 40 below zero are common in the six-month winters.

The railroad, officially the Baikal-Amur Mainline but commonly known as BAM, is being built in the Soviet Far East, bordering the Pacific Ocean. Running from sickle-shaped Lake Baikal eastward toward the lower reaches of the Amur River and the Pacific coast, the line has been designated a priority project in the Soviet development program for economic reasons and for military strategy.

AUSTRALIA, too, recently started on a major railway construction project, its biggest in 60 years. the new line will run for 520 miles between Tarcoola, in South Australia, and Alice Springs, in the Northern Territory. It is expected to be completed in 1980.

HIKERS and ramblers are bringing back a degree of prosperity to five railway stations in the North of England. Closed year ago, they have been reopened to give access to a national park, which is not well served by other forms of public transport. Local councils have met the cost of repairing the stations: Ribblehead, Horton-in-Ribblesdale, Dent, Garsdale, and Kirkby Stephen, reports Joseph Fox, 4 Heathfield; Holden Ave., London, N. 12 8 HY, England.

Railroad Reproductions in Color

Superbly printed reproductions from the nation's finest railroad photographers.

1976 CALENDAR— 13¼" x 10¾", 13 photos selected to represent a cross section of North American railroads, steam and diesel, $4.95 each, plus $1.50 postage and handling. Overseas add $2.50. Limited supply.

FRAMING PRINTS— 19" x 23", printed on high quality paper with special fade resistant inks.

PICTURES— 5½" x 8¾", printed on heavy card stock, high gloss lacquer coated. Extensively detailed histories. 30 cents each.

Available in leading hobby shops, bookstores and railroad museums. NEW 1975 catalog with sample pictures - $1.00. Dealer inquiries invited.

California residents add 6% Sales Tax.

Vanishing Vistas®

LYMAN E. COX P.O. BOX 15902, SACRAMENTO, CA. 95813

SINCE 1944

Former Santa Fe depot at Arcadia, Calif., built in 1895, will be one of first historical exhibits, owned by Southern Calif. Chapter, R&LHS, visitors will see at annual historical locos and equipment showing at Los Angeles County Fair, Pomona, daily 10 a.m.-6 p.m., Sept. 12-28.

Stan Kistler, Box 4068, Pasadena, Calif. 91106

The Anchorage Shops of Alaskan Railroad is home for this old war-horse No. 7109 an Alco S-2 vintage 1943 slumbering under a summer sun.

David Steinik, 28 Alaska Pl., Anchorage, Alaska

HOBBY CLUB

conducted by Sy Reich

A FEW MONTHS back we carried a letter from Jim Seacrest of North Platte, Neb., telling about a timetable swindle in which he unknowingly bought a modern reproduction fake. Jim wasn't the first such victim, nor will he be the last. It may be stamp collecting, coin swapping, or whatever.

The other day, Warren Smith, a New York friend of ours, pointed out another crooked trick — phoney engraved jewelry. Along with other honest persons who have spent time and money in producing accurate detailed locos on tie bars, cuff links, etc., from authentic hand-engraved molds, Warren was victimized by shady dealers. These characters made impressions from the originals and then proceeded to undersell the boys who had first put their product on the market. Some original jewelry items were done under contract for specific organizations. Where appropriate, all of the necessary clearances were received from the owner/operator of the prototypes. When the counterfeiter is tracked down, he either ducks specifics or refuses to answer at all.

Another culprit is the one who says he has such and such a book to sell, but hasn't, and often finds it difficult to return checks which railfans sent in good faith for his product. Our advice is to pass on to other fans and to editors of newsletters any such shady dealings.

NORTH JERSEY Chapter of NRHS reports in their newsletter Marker Lamp that New Jersey Public Service trolley photos are for sale from the chapter's collection. For cost and size contact Albert L. Creamer, 46 Glen Ave., Millburn, N.J. 07041.

RAILFANS in Midwest will find big doings at Midrail '75, hosted by Iowa Chapter of National Railway Historical Society at Mt. Pleasant, Iowa, Sept. 12-13. Plans for this mini-convention include a slide program on Friday night, tour of Burlington Northern's West Burlington shops, the Santa Fe at West Madison, and a full Saturday afternoon of steam and juice operation at the Midwest Old Settlers & Threshers Assn. Museum at Mt. Pleasant.

A banquet will be held that evening with V. Allan Vaughn, P.R. veep of NRHS. Allan just has to bring in something about his pride and joy, the old granger road, Chicago Great Western. Midrail is open to everyone. Two locos will be steamed up and the trolleys will be running. Convention headquarters will be the Iris restaurant and motel. Contact W.V. St. Peter, Box 1225, Cedar Rapids, Iowa 52405.

ANOTHER fine outing is announced by the Southern California Chapter of Railway & Locomotive Historical Society: the annual display of historical locos and equipment at the Los Angeles County Fair, Pomona, Calif., Sept. 12 to 28, daily 10 a.m.-6 p.m. This exhibit first opened in 1954 with but one locomotive. It now includes six locos, an old hack, an authentic pre-1900 depot, and numerous smaller pieces of railroadiana, all owned by the chapter. The former Santa Fe station from Arcadia, Calif., stands at the front of the exhibit area. Built in 1895, it witnessed the daily passing of the SF's finest trains for over 70 years and has appeared in many feature movies as a classic example of the gingerbread architecture of the 1890s.

Also on display at the County Fairgrounds will be Santa Fe 4-6-4 No. 3450, one of the road's high-flying Hudsons; Big Boy 4-8-4 No. 4014 and three-cylinder 4-12-2 No. 9000, both from Union Pacific. Also Fruit Growers Supply Co. Climax logging loco No. 3; Outer Harbor Terminal Ry. switcher No. 2, and U.S. Potash Co. narrow-gage 2-8-0 No. 3. Also owned by the chapter is Espee 4-10-2 No.5021, located elsewhere.

Our railfan club of the month, chartered in 1953, one of four R&LHS chapters in this country, has a current membership in excess of 130. Its chairman, Bill Fletcher, a Western rail historian, even with the big L.A. County Fair program on deck, has organized a good working committee to ensure the success of the 1976 annual meeting of R&LHS, to be hosted by the chapter in early May. They have a fine offset newsletter, the Observation Platform, edited by Dutch Hendrick and published by Bob Kubach. The gang meet monthly, usually in the Carillon Room of Glendale Federal Savings & Loan Co. For more info on chapter activities contact William B. Fletcher, 7515 Yankey St., Downey, Calif. 90242.

SANTA FE railfans, particularly those in Dixie, might like to get in on a limited edition of Santa Fe commemorative coins being offered by the City of Slaton, Texas. Available in sets and singly, the coins are engraved on one side with "The town Santa Fe build," "Santa Fe — 1910," "Slaton, Texas." The other side pictures the man for whom the city was named, with the inscription: "O.L. Slaton 1867-1946."

A set of four coins — one of 24k gold on .999 pure silver, one of .999 pure silver, one of 10 ga. antique silver, and one of 10 ga. antique bronze — is priced at $100. A set of three coins — one of .999 pure silver, the others of antique silver or bronze — may be had for $35. A two-coin set costs $10 Single coins also are available.

Each set is encased in a plastic holder. Matching numbers of coins are available only in the sets. Write to the Chamber of Commerce office, Slaton, Texas.

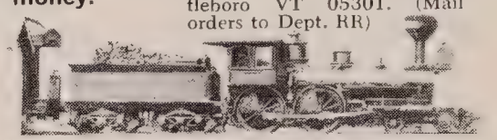
JIM MEAD of Susquehanna Valley Chapter, NRHS, and the energetic crowd of NRHS's Buffalo Chapter are doing their part to perpetuate the historical significance of New York State stations. Hank Sommers, prexy of Susquehanna Valley, says that Jim, after several years of toil and sweat, recently opened his former Lehigh Valley depot at Flemington as the Tioga Transportation Mu-seum with displays, railroadiana, antique carriages, and wagons. It's

New in the Shortline RR Series

THE UP-COUNTRY LINE

Boston, Concord & Montreal: it ran on wood—and other people's money!

Read details of firing and driving a wood-fueled 4–4–0, in *Edgar T. Mead's* story of a tough old New Hampshire line through a half century of wheeling, dealing, merging, leasing, dismemberment —a *real* little-railroad-that-couldn't, but did! With 43 rare photos, roster, maps, track plans. $6.50. *The Stephen Greene Press*, Brattleboro VT 05301. (Mail orders to Dept. RR)



CHRISTMAS CARDS

A red, green and black line drawing colorfully illustrating an old steamer of the Phila. Marlton and Medford R.R. approaching the quaint depot in Marlton, N.J.
Size 4-1/8 x 6-1/4. Story and Greetings in red.
24 Cards and Env. $3.75 PP
12 Cards and Env. $2.50 PP
N.J. residents please add 5% tax.
SEND TO:
Warren M. Creely
1018 Sycamore Street
Haddon Heights, N.J. 08035

CLOTH RAILROAD EMBLEMS
HICKORY STRIPE ENGINEER CAPS
SERVING: RAILROADS—MUSEUMS—DEALERS—INDIVIDUALS—CLUBS HISTORICAL SOCIETIES
INQUIRIES WELCOMED
OVER 375 DIFFERENT DESIGNS IN STOCK
MANY FROM DEFUNCT LINES
LIST & TWO SAMPLES EMBLEMS $1.25

BOSCH EMBROIDERY INC.
P.O. BOX 8565 KANSAS CITY, MISSOURI 64114
ORIGINATORS & MANUFACTURERS OF RAILROAD EMBLEMS SINCE 1926

ALL NEW 1975 EDITION
STEAM PASSENGER SERVICE DIRECTORY

Comprehensive guide and picture book. Complete information on all steam tourist railroads, trolley museums and railroad museums in the United States and Canada. Color covers.

$2.50 postpaid
Ready in May

EMPIRE STATE RAILWAY MUSEUM
P.O. Box 666
Middletown, N.Y. 10940

The Skagway, Alaska, Fine Arts Council is attempting to preserve the old Skagway depot that White Pass & Yukon Route No. 6 served for many years. She was built by Baldwin in 1899 as a compound and was renumbered 56 in 1901. She was converted to simple in 1907.

Collection of Vernon L. Ardiff

located on Rte. 38, about five miles north of Owego. This summer it is open Saturday at 10 a.m., Sunday at 12 noon. Admission, $1 for adults, 50¢ for kids.

Chairman Jim Richmond and his Buffalo Chapter have acquired the old B&O depot at Wyoming, N.Y. Plans are to donate it to the Town of Amherst's Old Amherst Colony Museum Park, and use it as the club's home. The station belonged to member Terry Sprague since the railroad closed it in 1963. A fund-raising program is now under way to pay for the project. Basically, their idea is to accurately recreate a typical small-town railway depot of long ago. The chapter also hopes to erect additional rail-oriented buildings nearby and build a loop of track around the grounds for both steam and traction operations.

OUR ORGANIZATION and Skagway Fine Arts Council are working to preserve and restore the White Pass & Yukon Ry. terminal in Skagway. The old depot, boarded up, is located next door to a modern metal building that now serves the WP&Y. People interested in the project need help in the form of historical data, photos, etc., supporting evidence of the significance of the WP&Y. — Rick Goodfellow, Performing Arts Director, Alaska State Council on the Arts, 360 K St., Suite 240, Anchorage, Alaska 99501.

Gulf, Mobile & Ohio No. 100 on Amtrak train 302-323 in Milwaukee, Wis., Nov. 14, '71 on first run from St. Louis. Midwest railfan group GM&O Society has big interest in road.

Ralph Weege, 1322 S. 85th St., West Allis, Wisc. 53214

THE OLD STRATHCONA Association, a historical group of Edmonton, Alta., had wanted the wheels and motor from a Toronto Transit Commission track-sweeper, but received more than that. A Canadian National freight train arrived in Edmonton recently with a flatcar on which was the sweeper, motor, wheels, and all.

WITH MOST railfans' attention directed toward the American Freedom Train and the locos hauling it, the Pacific Northwest Chapter of NRHS has arranged for the manufacture of copies of Espee 4449's Lima builder's plates, each measuring about 9x15", weighing over 5 lbs, and shipped postpaid for $27 each within the U.S., its possessions, APO/FPO addresses, and Canada. Contact them at Room 1, Union Station, 800 N.W. 6th Ave., Portland, Ore. 97209.

NORTHERN NEW England railfans will like this one. Steam-Era Railroadiana Museum, RFD 2, Bethel, Me. 04217, is offering MEC loco 470 pictured on 10 sheets and envelopes, packaged at $1.25. Also pkg. of 10 sheets and envelopes of Bethel, Me., Grand Trunk depot, $1.25; and GT loco 453 on pkg. of 10 sheets and envelopes, $1 postpaid.

CRAFTSMEN at British Rail's Engineering Shildon works completed a facelift job on a former Stockton & Darlington four-wheel coach in time for the 150th anniversary celebration of the D&S this fall. Built in 1867, the coach seemed doomed to oblivion until officials of Beamish Museum in County Durham and the Rail 150 celebrations committee appealed to works manager Geoff Brecknell of assistance. Volunteers restored the coach to its former glory.

YOUR MENTION of our newsletter has brought us many new members. We've raised our annual membership fee from $2 to $3 so as to maintain a high level of quality and photos. Soon we'll begin complete offset printing, to make a more attractive magazine. — Joe Follmer, North Western Lines, R.2, Box 82, Amherst, Wisc. 54406.

CANADIAN NATIONAL has been granted permission to abandon a 7.4-mile branch line between Georgetown and Cheltenham in southwestern Ontario. The line will be taken over by the Ontario Rail Association, under leasehold from the CNR, and used for steam excursion trains. Date of the first trip has not yet been announced.

A MIDWEST rail group interested in carrying on the good name of the old Gulf, Mobile & Ohio is the GM&O Society. They put out an interesting magazine and want to hear from potential new members. Write, Robert Schramm, 538 Norwood, Collinsville, Ill. 62236.

Veterans of the old Woodstock Railroad days. "Old Bill" Atkinson, hogger and fireman, stands by Stratton & Co. loco George L. Stratton, ex-2nd A. G. Dewey ahead of Stratton's No. 3, ex-J. G. Porter, near Penacook, N.H., years ago. The Dewey was originally Newport, of South Eastern Counties Ry. of Canada and Passumpsic, before coming to the Woodstock. She was sold to Stratton in 1919 and scrapped in 1934 or '35. The Porter, formerly Woodstock No. 3, was built by Manchester, July, 1906, and was a big favorite on the road.

Collection of late Charles F. Munger, Jr.

Wayne Bridges, RR1, Box 282A, Delavan, Ill. 61734

Illinois Central Geeps 9321 and 9374 roar by a broken unused well-pump, a ghostly reminder of where a thriving country elevator once stood and of times when the road was lifeline in rural America. Train was bound for Peoria, Ill., on day before ICG took over.

Railroad Antiques & Artifacts

Choice pieces from America's leading mail order specialist in diverse non-paper RR & related collector's items. All authentic, museum quality (Smithsonian a regular customer), wide selection, satisfaction fully guaranteed. Appraisals also available. Send 3 stamps for current sales lists.

Scott Arden — Noti, OR 97461

BRAND NEW! Never before advertised! Every rail fan will want one of these! Blue denim long-sleeved shirts with bright steam train print collars, cuffs, yokes, pockets and applique. Men's sizes small medium, large, ex-large. Women's sizes small, medium, large. Send $13.25 to: Durango Enterprises, Box 2300, Durango, Colo. 81301. Post. incl.

TO MAGAZINE RETAILERS

Popular Publications, Inc. is pleased to announce a "Retail Display Allowance Plan" available to retailers interested in earning a display allowance on RAILROAD Magazine. To obtain details and a copy of the formal contract please write to the Marketing Department, Curtis Circulation Company, 841 Chestnut St., Philadelphia, Penna. 19105, our national distributor. Under the retail display allowance plan in consideration for fulfilling the conditions of the agreement you will be entitled to receive a display allowance equal to 10% of the cover price for each copy sold. This plan will become effective for all issues you receive subsequent to Curtis Circulation Company's written acceptance on our behalf of your application.

All of these photographs, except the one of her in a locomotive cab, were made by Madeleine de Sinety, 3 Boulevard Edgar Quinet, Paris, 14e, France.

Madeleine and I Ride the Cab

by DAN BEHRMAN

Wide open at a slow walk, a French peddler freight grinds up the 2 percent grade out of Paimpol on a bright day in fall of '71, just before line was dieselized.

Coal smoke obscures sun as old 2-8-2 wakes up in Guingamp for morning Paimpol run.

WE WENT to bed in our hotel beside the river Marne in France — remember the Battle of the Marne? — with the owner's blessing and his alarm clock. Not a sound did we hear from the cafe below, nor from the toilet next door, until the bell exploded in our ears. Waking up instantly, I made tea from the hot-water tap to serve Madeleine her breakfast in bed. Madeleine is a railroad photographer. One of the best. She emerged from deep slumber, having this gift of diving to the very depths of beauty sleep at the least occasion.

We groped into our clothes and, on the way out, picked up two tartinas, long loaves of French bread that the hotel proprietor had buttered for us. I started the Citroen, waited a few seconds until it, too, crawled out of bed, so to speak, getting off its front paws as pressure built up in the oleo-pneumatic suspension system, whatever that is. I once wrote an article explaining this operation. I did it so well that I was even congratulated by some Citroen salesmen in New York; but that was many articles ago, and I have always had a gift of quick oblivion, of wiping the blackboard clean so that more could be written on it.

I started the windshield wipers going. Fog had come off the chuckling Marne and now coated the air. With Madeleine's help, with Madeleine's eagle eye and her sence of smell, I got through the blurry village and onto the main highway. At first, I could hardly see fifty feet in any direction, but as the road moved away from the river the dank fog moved away with it and we rolled into Chaumont behind a truck. I left him at the station and followed the pale gleaming rails out to the locomotive terminal, where we left our car.

The railroad crew dormitory was closed and dark, and the night air was chilly. We huddled inside the cab of a big steam engine, trying to get some heat from its banked fire. A hostler showed up and turned a valve that actuated a little turbine to run the lights in the cab. We told him that we were waiting to take pictures of the crew that was going to Saint Dizier at half past four.

He needed no explanation; he understood. "They ought to put these engines into a museum," he said. "If they don't our grandchildren will never believe we used to travel at 70 miles an hour just by lighting a fire." The hostler was all for steam; other forms of propulsion disconcerted him. "The trouble with electrification is that I can't tell if the engine is pulling the cars or the cars are pushing the engine."

He went off to tend to his locomotives, to see that they had enough coal and water to get through the rest of their night of waiting. A few moments later, a light shone from the dormitory as the door opened. Our crew came out to get their engine ready for the trip to Saint Dizier. We only wanted an idea of how they made ready, then we'd say good-bye to them. We had no permission to ride the cab. Getting it would have meant writing to Paris, awaiting a reply, and then rounding up a road foreman to go along on the trip. That was the discouraging news we had gotten from the terminal superintendent. There was no time to write — neither of us could brook such a delay. So we curbed our wanderlust and settled for the preliminaries.

Slender, blonde, and beautiful Madeleine followed the fireman with her camera as he woke the engine up, shaking its bed of fiery coals, poking and probing inside the firebox with hooks and bars. Nor did her camera miss the engineer making his rounds of piston and bearings with a wrench and long-necked oilcan, spinning the nuts that held the grease-cups. Then he poured in the thick bluish-green oil which gave the valve slides a shining steel sheen that shows up so well in photos and lets you tell at a glance the live, steaming, throbbing machine from the rust-covered corpses. As he went down into the pit between the rails, Madeleine caught him there, smiling up at her from the spokes.

Riding in a cloud, the fireman stands in the cab of his Mikado in Paimpol as the 2-8-2 surrounds him with steam. When line went diesel, he changed jobs for trackwalking duty.

"He looks like a lion in a cage," said the fireman.

As they moved the engine off to top up the water tank, I took Madeleine aside and whispered into her pretty ear. She agreed. After they had taken on water, she climbed into the cab without me. Oh, heartless wretch that I am, merciless profiteer of feminine charm and the fair sex, I had used my treasure, my precious companion, exploiting her, and for what? To get a locomotive ride . . . but I do not regret it.

Alone, she asked the crew almost seductively if we could ride the cab with them. I waited below. When she returned to me, she nodded with a silent bloodhound look. It was a secret; word must never leak out to the sleeping roundhouse or the dark station. We would go out, not as privileged visitors, not as bearers of blue passes issued from a head office in Paris, but as guests of the engine crew, sharing their hearth and their roof. The engineer said we'd have to duck when we rolled through Chaumont station. If all went well, we could catch the autorail at six, meaning a railcar local, back from Saint Dizier to Chaumont.

The fireman lit the red tail lamps on the tender with his cigarette lighter. Only one was working; but he said that, according to the rules, one was enough. We got into the dimly-lit cab. This engine had no whirring turbine to run its electric lights. Built in 1914 at Glasgow, Scotland, it had made the trip over to Franch in World War I to haul heavy artillery on the Western Front. Two flashlights were placed in the cab, one illuminating the speed indicator, the other the steam and water gages.

Our engineer barely moved the throttle. A steam engine running light is all overkill. The main problems is to hold it back, to keep if from taking the bit in its teeth and scampering joyously away

Engineer fills out his locomotive report at the Chaumont engine terminal before he and his fireman take a short walk into town to see what's going on. Hogger and bakehead bunk together in the same room, just as they both work together in cab roaring along the rails.

and above its speed limit, as some farm horses do when they are taken out of their shafts.

The engine moved off, hardly clanking, back toward the station. Just outside the platforms, we stopped. The engineer went down to the track and picked up a telephone. We sat in the cab waiting for the highball. We talked. I took advantage of the stop to note the names and addresses of the crew so that we could send them copies of our photos afterward. The fireman was not a regular road man; he was an engine hostler filling in during the vacation season. He had less swagger about him than the usual engine crewman, but was very kind. Later on, he was almost like us, sticking his face out into the crisp, cool wind to get a short taste of freedom.

The signal went green. Without a word from the engineer, Madeleine and I got down to the floor on hands and knees, groveling before the fire, like praying at an altar, while the coal dust bit into our skin and our clothes. The locomotive moved slowly through the empty station; a smear of light shone from the signal tower, and now we were on our way.

We got to our feet just as the engine was rolling over the viaduct on the edge of Chaumont. I looked out from the cab, out over the three tiers of stone arches to the valley below. Nothing rose between us and the valley; we were flying in an open cockpit. The engineer cracked the throttle open just a shade more as we moved ahead. Below 40 miles an hour, the cab was almost a civilized place. We rode with a wonderful feeling of weight, all that iron and gravity holding us to the track. Conversation was barely possible. We nearly relaxed.

Then the steam and the downgrade took over, the speed gage went up to 80 kilometers — 50 miles an hour — and stayed there. This was the engine's limit. The sky could have been our limit; we might have been blasting off for the stars. At the top of my lungs, with my mouth right against Madeleine's face, she would have had to lip-read. There was no point in talking, no need to talk.

The fireman on an engine running light and trainless downhill had almost as little to do as we had. The engineer's big gentle face was transformed by goggles as he stood on his side of the cab, looking out at the signals, watching the speed gage. From time to time he even had to close the throttle to stay within the limit. When he did, the engine gasped as if it had been throttled, choked off. There was no sound of steam, just the mechanical noise of the throbbing, banging machinery.

The fireman motioned to me to stand clear. He needed room to swing his shovel, to move it from the tender to the firebox door with that extra little flip at the end of the swing to spread the coals right where he wanted them. I got halfway out of the cab to make room for him. Standing behind the engineer, I could see that we were now running next to the swift grayish-white Marne and its canal. The fog was still outside, wiping away all landmarks, giving me no indication as to our whereabouts and none of our speed save the noise and the rocking of the engine itself.

We were going to the moon. When I was a boy living in New York, I had an encyclopedia that expressed the distance to the moon and the planets in the time that an express train would take to reach them. I wasn't a boy all so very long ago, but in those days the 20th Century Limited was still the most commonly accepted standard of speed. And now I was riding one of those trains into outer space, it seemed, stopping on the moon for water, picking up coal at Venus, rocketing through the white of the Milky Way — the galaxy, not the candy bar.

Our fireman had finished. The wind was tearing at my eyes and hands, so I pulled my face back into the home of the cab. Engineer and fireman were at their windows, my beautiful Madeleine was squatting on the floor, her mouth working in my direction. I put my ear against it.

"A dance!" she said.

She had braced herself with one foot on the tender and the other on the engine, while below her hips and haunches eighty tons moved one way and twenty tons the other. She was dancing the tender twist, like that joke

about the five Ukrainians and popcorn. Four Ukrainians are needed to shake the stove and one to hold the pan, just as you need an engineer and a fireman and a 55-year-old, hundred-ton locomotive to shake my shapely Madeleine into a locomotive dance, her patrician face split by a grin, her teeth startling white through the coal dust on her face, and her cheeks lit by flames from the firebox.

Now I leaned out behind the fireman for his view. As usual, the engine seemed to be weaving in every direction but the one down which the tracks were headed. Up front, a plume of steam was escaping from the air-pump next to the boiler.

I yelled the news into the fireman's ear: "Steam is coming from the air pump."

"It'd better be," he bellowed back into mine.

I watched again. It was a brave panache, a bold banner. Behind it, we rode through the empty countryside. We galloped past the hidden lost villages on the Marne and out of the main stream, leaving behind the ghostly reeds on the canal banks beside the track.

We could just make out the station names as we howled by: Vignory, Froncles, Donjeux, Fronville. Some of them were shuttered for good, not merely for the night. They were closed to passenger service and their clocks had been replaced by blank faces like the one that stares at Place de la Bastille in Paris from the depot on the old line to Boissy-Saint-Leger.

At Joinville, the engine whistled at a crossing. It seemed to be shrieking at the rows of dead locomotives lying on dead tracks, waiting to be towed away as scrap. In a few months, our engine would join them, its fire drawn forever, the number-plate stripped from the side of its cab, the oil congealed under its axles, the first blades of grass pushing through the tender wheels.

But tonight it was still alive, one of the last engines running out of the Chaumont engine terminal that had been rebuilt right after the second World War but was now awaiting its own destruction. Life also had gone out of the coaling tower from which you could view the Marne valley for miles around and the wooded hills that hemmed it. This is the country that De Gaulle chose for his home at Colombey-les-Deux-Eglises. One could feel closer to a big man capable of withdrawing to such loneliness without taking the jet set with him.

There was no loneliness in the locomotive cab, no uneasiness or insecurity. The noise had drummed, thrummed, throbbed inside us until we could not imagine a world without it, without the clanging of wheels on the rail, the cut-and-thrust of pistons under our feet, the bold knight up forward rallying the country to his banner of steam. At length dawn had caught us; we were no longer sailing through a sea of mist. The yellow sun was picking out the factories that formed the foothills of Saint Dizier. The speed gage fell off from the peak where it had rested steadily ever since the viaduct.

Finally the brakes hissed, and Madeleine and I, looking like a couple of tramps, were standing on the platform in Saint Dizier station next to the red-and-yellow autorail waiting to take us back to Chaumont. We wasted no time in formalities. Just shook hands with the crew and slipped off on the wrong side so that the engine hid us from the view of anyone who might be at the station. It was to no avail. A conductor saw us when we came around the tender. He gasped: "You rode on that?"

We could not deny the evidence, being coated with coal dust, dazed by fatigue, faint from hunger. Not a cafe was open. We hardly had the strength to buy a pair of second-class tickets back to Chaumont on the six o'clock autorail. In it, for nearly two miserable hours we sat and shivered.

It had been standing outside in the cool, dank night, the heat took a long time waking up, and when at length the local autorail got started it made all the stops. Semi-conscious, we dozed, while I ticked off the stations on my map, the stops between us and coffee-plus at Chaumont. The scene around us changed as farmwives embarked on the one-car train and disembarked from it.

Only a couple of girls, dressed for high noon, probably secretaries who had to commute to Chaumont to work, made the trip all the way with us. They talked for the entire distance. I cannot remember what they said, nor did I care. I was watching the film run backward — from Saint Dizier to Joinville, from Joinville to Froncles, from Froncles to Chaumont Viaduct — the film of our ride to the stars on the great steam projectile, and now the return and re-entry, spent and cold with the farmwives and commuters. ●

Engineer of the 60-year-old British-built Consolidation smiles up at Madeleine from the pit while oiling locomotive.

PASSENGER TRAIN SURVEY

Joanne Kaplan, a Long Island R.R. commuter, is waiting for a train at Great Neck depot.

Barry Kaplan, 10 Terrace Circle, Great Neck, N.Y.

WITH ICC approval, the Southern Railway, the only major non-Amtrak intercity rail operation, has curtailed still further its dwindling passenger service. Trains 7 and 8 no longer provide daily passenger runs between Washington, D.C., and Lynchburg, Va. Another casualty is the Piedmont's Washington-Atlanta day service out of Charlotte. At the same time the once-great Southern Crescent was reduced to thrice-weekly runs between Atlanta and Birmingham, although it still runs daily between Washington and Atlanta and tri-weekly Birmingham-New Orleans.

The National Association of Railroad Passengers joined with many individuals, business interests, colleges, etc., in fighting to prevent this dwindling of Southern passenger service, but in vain. The ICC had the final say, and the Southern produced evidence to show that the runs in question were losing money through inadequate patronage.

JULY FIRST was an unhappy day for a multitude of Amtrak travelers. The commuters riding between Philadelphia and New York City must now pay a 25 percent increase in fares over the Penn Central rates, and those between Philadelphia and Harrisburg a 10 percent boost, except locally between Philadelphia and Downington. The increases apply to 46-trip tickets. As the new fares went into effect, Amtrak stopped honoring PC commutation tickets for through passage on Amtrak trains via Trenton without transfer of trains at that point.

The 46-ride fare between New York City and Philadelphia now costs $107. Between Philadelphia and Harrisburg, $134. The tickets are valid only during the calendar month for which they are issued and only for the buyer's personal use. They are honored on the non-reserved coaches only.

Also, Metroliner fares have gone up by $1 in Metrocoach and $2 in Metroclub, while conventional fares in the Northeast Corridor rose 50 cents in coach and $1 in parlor and sleeping cars. On Amtrak's western lines there was a jump of 10 percent but only for first-class travel.

Amtrak, whose fare decisions aren't subject to ICC review, cited a 6.9 percent increase in labor costs this year, a 17.2 percent increase in fuel and power costs and a 15.5 percent jump in the cost of materials.

AFTER inspecting the first of 492 Metroliner-style passenger cars to replace old coaches on its eastern lines, Paul H. Reistrup, president of Amtrak, said he expected Amtrak to put high-speed turbine-powered trains on the New York-Albany-Buffalo route. He expressed the hope that the new cars, which will include some accommodations for first-class passengers, would lure businessmen back to trains in Amtrak's 24,000-mile nationwide network.

Reistrup, toured the sprawling Budd plant in Philadelphia, where 492 coaches, called "Amcoaches," are being built. He said they would provide a more confortable ride than Metroliners because of improved seats and suspension systems. The wheel assemblies on the Metroliners have a tendency to jolt, he said. The 85-foot-long Amcoaches are capable of speeds of up to 120 miles an hour.

In another project, seven French turbo trains, capable of 125-mile-an-hour speeds, are being built under license for Amtrak by the Rohr Corporation in California.

A tiny bit of good news is that Amtrak is operating an additional week-end train to Boston, but only for the summer. The Mayflower, which normally runs from Washington to New Haven every Friday evening, has been extended to Boston to serve vacationists and tourists.

AMTRAK has set up two new training programs aimed at improving both the quality of its on-board service and the reliability of its equipment. To update the skills of all 1,600 service employes who work on the trains, two-day training sessions are being held by on-board supervisors, assisted by older, skilled employes.

The classes are kept small. Dining-car waiters are trained on cars similar to those on which they work. The training reviews the employe's job responsibilities and obligations to the passengers.

A $15 million track program to improve passenger train operations has begun on two sections of track between New York and Boston. These are a 14.6-mile segment from Harold Interlocking, just east of the East River in New York, along the Hell Gate Line to Shell Interlocking at New Rochelle, N.Y., and a 156-mile section between New Haven and Boston.

Owned by the Penn Central, the trackage is used almost solely by Amtrak and Transportation Authority commuter trains, with a minimal amount of freight traffic on some segments. The work is financed by Amtrak, but is being done by PC and its contractors. Planned improvements include 10 miles of new rail, 143 miles of surfacing, 85 miles of ballast cleaning, 116 miles of rail-grinding, and 120,000 new ties.

ALL future experimental rail passenger service routes will be selected by the Amtrak board of directors. Prior to passage of the Amtrak Improvement Act of 1975, the Secretary of Transportation was required to designate at least one new experimental line annually, to be operated as part of the Amtrak system for a two-year period. But under the new law, only Amtrak's board is responsible. Amtrak will select a new route by July 1, 1976. Priority consideration must be given to experimental routes which would extend rail passenger service to the major population area of any state in which no large population area is now served as part of the basic Amtrak system.

ONE of our "Interesting Railfans," Anthony Haswell, age 44, founder and executive director of the National Association of Railroad Passengers, has been named managing director of passenger services for Rock Island Lines. "He will now," comments The Wall Street Journal, "get a chance to practice what he has been preaching."

CHAMPAGNE taste on a beer budget is being offered by the Long Island Rail Road in the form of reduced round-trip fares for East End passengers who use parlor cars this summer. The "save in style" campaign is designed to attract new passengers to the railroad's fancy first parlor cars to and from North and South Fork resorts.

Passengers must make reservations for the parlor cars for both the eastbound as well as the return trip to New York. The discount tickets are sold at Penn Station, Flatbush Avenue, and Jamaica only. The fare requires passengers to leave the city on Thursday, Friday or Saturday and to return on Sunday or Monday of the same week-end.

WHILE most model trains are named after prototypes, the reverse almost seems true in this case. A bit of prophecy must have been in order in the 1930 American Flyer catalog, which showed the Pocahontas and the Mountaineer. By coincidence, these are the names of the last Norfolk & Western train to operate in this area and the first Amtrak train to operate over the same route on the N&W. — Alvin H. Smith, 504 Fleming Ave., N.E., Roavoke, Va. 24012.

Down by the Depot

AMTRAK has just launched a project to improve nine passenger stations, ranging from paint-up and clean-up jobs to extensive rehabilitation, along the Empire Service route from Poughkeepsie to Syracuse in New York State. This work will cost $1,362,800, of which Amtrak will pay $325,042 and the State of New York will pay the remainder. The sharing formula is based on the percentage of use by regular Amtrak trains, state subsidized trains, and commuter trains.

In New York State the stations and amounts budgeted are: Poughkeepsie ($545,000), Rhinecliff ($112,675), Hudson ($102,900), Albany-Rensselaer ($74,350), Colonie-Schenectady ($40,350), Amsterdam ($55,175), Utica ($237,400), Rome ($150,100), and Syracuse ($44,850). Parking-lot paving that will cost the state $691,000 additional is scheduled at all these stations except Syracuse at a total state cost of $691,000.

THE LAST TRAIN pulled out of the Southern Pacific station at Third and Townsend in San Francisco, and the 60-year-old building was closed as railfans paid their last respects.

"A lot of people will miss it," said assistant stationmaster Frank Kingman who drew the last shift at the dilapidated, Romanesque structure built as a temporary depot for 1915 Panama Pacific Exposition.

A modern and angular $2 million terminal opened later a block away at Fourth and Townsend. About 30 diehard commuters, railroad buffs, and sentimentalists watched the last train depart at 12:35 a.m. for San Jose. The Espee intended the station as a temporary structure and planned to build a larger station on Market Street. But it never was built.

CRESTON, IOWA, is moving ahead with plans to convert its Burlington depot into a city hall. The 1898 station was almost demolished for a parking lot two years ago, but residents formed a Save-the-Depot Committee which succeeded in convincing the city to approve a bond issue to pay for the conversion.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Lone passenger is about to board Silverliner commuter car No. 216 at the Moylan-Rose Valley station on Penn Central's Media Line.

North Louisiana & Gulf train 10, led by SW-8 units 38 and 37, is about to pull out of Gibsland, for Hodge, La., as Tracy Kidd looks on.

William T. Morgan, Box 5523, Oxnard, Calif. 93030

Running hours late, with the head-end crew peering out side-cab open windows for better visibility, Gulf, Mobile & Ohio units plow approach to depot at Delavan, Ill., on sub-zero Jan. 27, '67. Lead unit shows results of battle with blizzard that had swept central Illinois.

Wayne Bridges, RR1, Box 282A, Delavan, Ill. 61734

PHOTOGRAPHS OF THE MONTH

(Top) At each stop recently along the way from Portland, Ore., to Ogden, Utah, hundreds, like this scene at Dunsmuir, Calif., turned out to see Espee 4449 heading east for duty hauling American Freedom Train, (Bottom) Even family dog joined crowd at Dunsmuir.

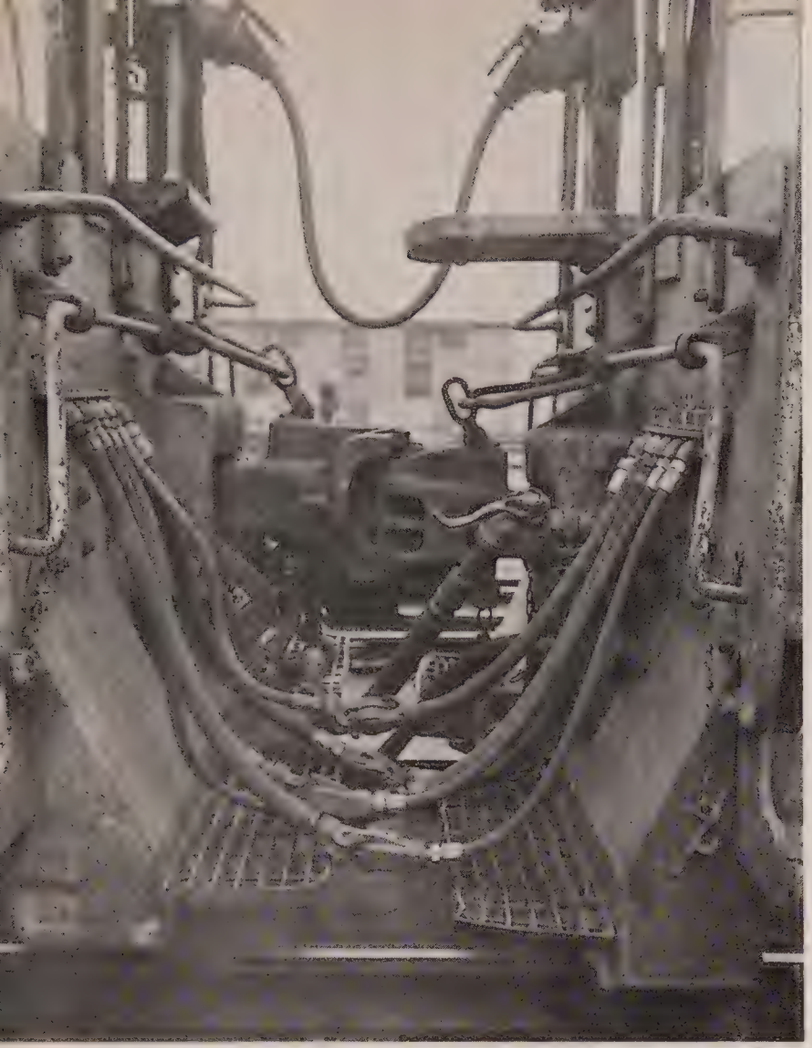
Bill Robertson, 504 Mt. View Ave., Belmont, Calif. 94002

Since June 2nd, commuters along the Paris-Mantes-la Jolie suburban line are enjoying the comforts of French National Railways' first bi-level cars. Operated on a push-pull basis, the new gallery cars have a larger seating capacity than regular suburban equipment and are meant to be a response to the sharply increasing traffic in the Greater Paris area. A total of 500 units have been ordered and will enter service gradually. It will be recalled that less sophisticated but conceptionally similar equipment was introduced in 1930.

French National Railway

Paul J. Templeton, Box 111, Mendon, N.Y. 14506

Great Western Sugar Co. 0-4-0 saddle-tanker is having water supply replenished by end-of-day shift at Loveland, Colo., on Oct. 14, 1974.



Two leased Bangor & Aroostook's GP-7's, Nos. 64 and 65, are seen wedded together in Long Island R.R. Yard A at Long Island City, N.Y. Not shown, but lashed up, was BAR 66, idling in the area.

Mike Yuhas, 103 Jefferson Ave., Port Jefferson, N.Y. 11777

June 1, 1975, will be remembered in the history of Swiss Federal Railways. It was the date of the double inauguration of the new Heitersberg line, a short-cut between Aaarau and Zurich, and of the new intercity trains assigned to the longest and most patronized rail service in Switzerland. Route runs from Geneva to Rorschach via Lausanne, Bern, Zurich, and St. Gall. One of the new orange and light-gray trains is shown crossing Reuss viaduct under a bright summer sky on the new Heitersberg run.

Photo by A. Gfeller, Swiss Federal Railways

Robert W. Streich, 679 Saginaw Ave., Calumet City, Ill. 6040

Rosa Valez and bike wait at crossing in Burnham, Ill., to let Louisville & Nashville unit coal train heading for CSS&SB yard nearby

RAILROAD MUSEUM

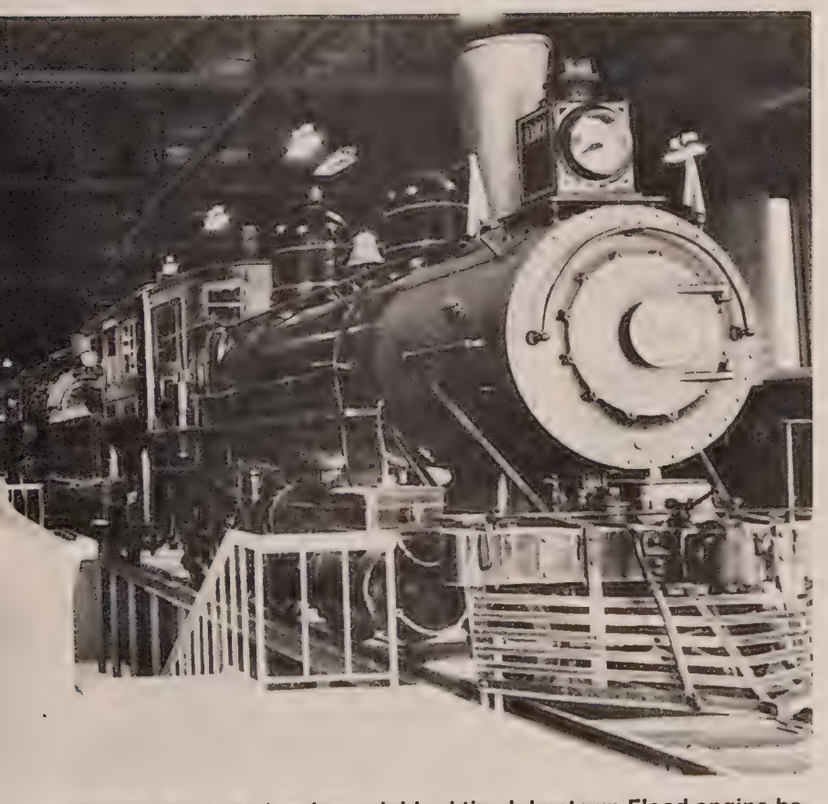
State of Pennsylvania

The new Railroad Museum of Pennsylvania at Strasburg, about 11 miles east of Lancaster, on State Rte. 741, is one of the very few structures built specifically to serve as a railroad museum. Over 100,000 have visited the $1.8 million facility since it opened in late April.

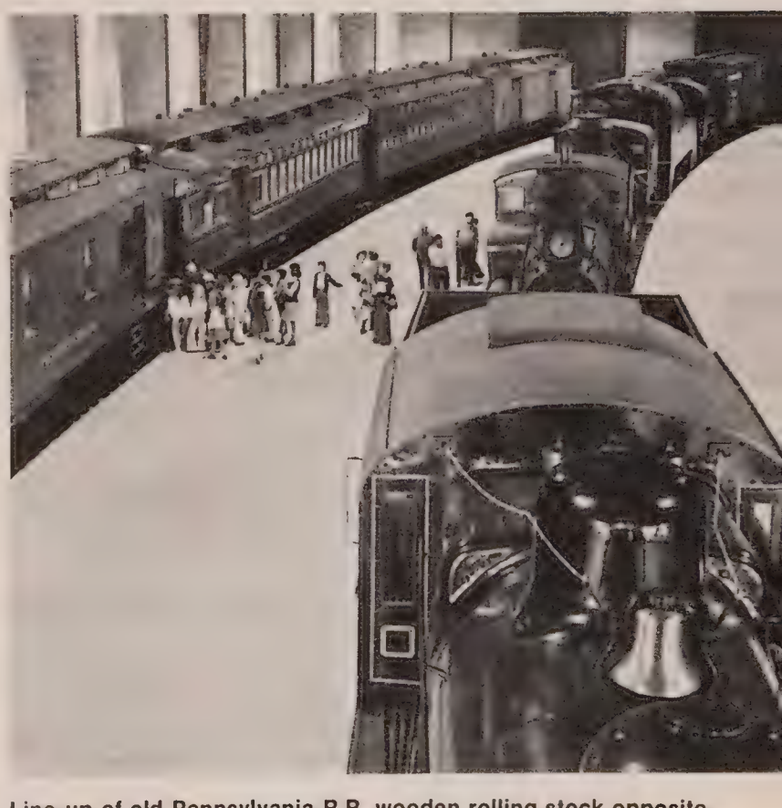
Photographs from Railroad Museum of Pennsylvania

Visitors inspect an old Pennsylvania R.R. baggage car, circa 1880. George M. Hart, museum director, says visitors like what they see.

The turn table complex at the museum is a remodeled Reading Railroad former facility. It is believed to be one of few turn tables devoted to the display of engines and other railroad equipment. PRR No. 920 is shown being moved by Strasburg R.R. diesel switcher.



Pennsy No. 1187 has been dubbed the Johnstown Flood engine because 3 of her type were swept away in the deluge on May 31, 1889.



Line-up of old Pennsylvania R.R. wooden rolling stock opposite diamond-stack locos has attracted thousands of visitors.

(Left) Betty working on Railroad Magazine cover several years ago. (Middle) In Indian Valley cab about '62. (Right) Our gal at work today.
Photograph by Herb Summers — Queens Village Photographers

BETTY TONE SUMMERS — Interesting Railfan No. 153

by Freeman Hubbard

THE ONLY female artist we know who specializes in railroad subjects is the slender and personable Elizabeth Tone Summers, widely known as Betty. She is the art editor of Railroad History, a handsome, illustrated, paperbound book of rail lore that is published every spring and fall for some 2,500 members of the Railway & Locomotive Historical Society as well as for individuals and institutions elsewhere on the globe. Jack White, its editor, and three members of his editorial advisory board have already been written up in our "Interesting Railfans" series, our so-called Hall of Fame, and now it's Betty's turn.

Three of Betty's paintings were on our covers: Espee (August 1958), the Erie (June '67), and New Haven (January '68). At Yuletide for many years she made and sold pictorial railroad greeting cards. Thousands of fans and railroad men were proud to mail or receive them. In addition, she has an illustrious career as a free-lance artist, handling, among other things, assignments to do railroad paintings and drawings for a wide variety of uses.

What sort of person is Betty and how did she get into this unusual work? Let's start at the beginning. She was born in New Haven, Conn., on a snowy February 4, 1929, the first year of the big Depression. There's railroading in her blood. Her father, Jack Tone, was a New Haven Railroad surveyor and civil engineer who took part in the expansion of Cedar Hill yard in New Haven and later worked for Westinghouse Electric. His father, Betty's grandpa, was the Cedar Street enginehouse foreman.

The girl's mother, nee Mae Goldshinski, was the daughter of a blacksmith's helper in the Cedar Street facility and worked for the New Haven as comptometer operator on freight receipts. Another relative, Uncle Joe Tone, had helped to organize the shopmen of that same system and led them out on a strike in 1922. Betty attended a parochial grammar school in New Haven, acquired a reputation there as a tomboy, began sketching railroad scenes, and broke into print later on her high school annual. She wanted to become an architect, but gave up that dream when she learned it offered no future for a girl, and went to an art school to study drawing and painting.

Meanwhile, she had been doing quite a bit of train-riding and sketching of steam power. One day in Boston's old South Station a young Boston & Albany fireman beckoned to her from his cab, slid down the grab-irons on a hunk of waste, and asked: "What are you always drawing out there?"

"The engines," Betty replied.

"You like engines?"

"If I didn't, I wouldn't draw them."

They kept talking. "My aunt," the girl said, throwing out a hint, "used to tell me about my granddad, who was an enginehouse foreman, taking her for rides in locomotive cabs."

"Would you like to ride a cab?"

"Would I?" Betty's hazel eyes sparkled with joy. "Gee, yes!"

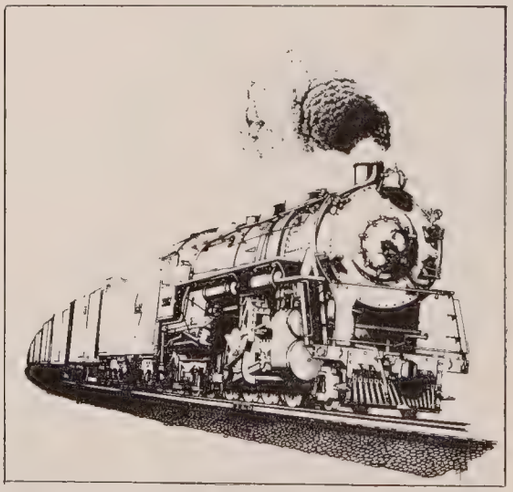
In due time she boarded No. 583, a medium-size Pacific, at the Newtonville, Mass., station not far from her home. Just before they blasted out of the depot and under a bridge, the fireman yelled above the din: "Shut your eyes and hold your breath!" She sat jubilantly on the left side of the cab and he told her how to fire their engine, which had a mechanical stoker. He explained the various gadgets and demonstrated the use of valves. At Riverside they pulled into the yard, took water, checked the fire, and waited for time. Then they backed into the station, picked up a couple of passengers, and rolled down the shining rails of the Highland branch toward Boston. Betty found it all very exciting.

A westbound string of varnish on the next track was about to pass them when the fireman called out suddenly: "Get down quick! That's Mr. Crissey's train and he could be in the cab.

Ducking out of his possible line of vision, the girl asked: "Who's Mr. Crissey?"

"General Foreman of the enginehouse."

Betty returned to the seatbox for the rest of the trip. Later, becoming more and more enamored with railroading, she signed up for summer sketching classes under an instructor who said



Her sketch of Erie No. 3367 was on front cover of The Railway & Locomotive Historical Society's Railroad History, in '74.

Betty works in various media. Here is her pencil sketch of a Boston & Maine 3600 class hauling varnish near Roberts, Mass., about 1950.

there was nothing like the "color" to be found in old boxcars, towers, and other railroad scenes. He led his students around the sidings and yards in that vicinity, and Betty Tone was in the seventh heaven of delight. That summer, too, her brother Jack, who also was a railfan, discovered Railroad Magazine. Every issue answered a multitude of questions about things they wanted to know. Both read it eagerly.

Then Mr. Crissy came into her life again. Betty, wearing a railroad shopman's peaked cap, was making watercolor sketches in Beacon Park yard at Boston — the coal pocket, the sand tower with its spiral staircase and B&A emblem, and an old baggage car standing forlornly without wheels — when the outside foreman came up.

"I'd like to take you into the office, miss," he said, "and show your paintings to Mr. Crissey."

Betty grinned happily. Into the wonderland of the engine terminal they strode, past lines of waiting engines, with air-pumps sighing and flanks warm and vibrant, past water-plugs and ash-pits, into the general foreman's office.

Mr. Crissey had a round, worried, but kindly face. After he had studied the paintings he said: "Miss Tone, when it gets too cold outdoors to sketch, you can come in here if you wish and we'll seat you where you can sketch the engines as much as you want to."

If I wish, Betty thought . . . Wow! Not long afterward, the prelude to winter made itself felt in the chilly yard, and she walked into Mr. Crissey's office to remind him of his offer. The brass collar turned to a young apprentice named Gigi.

"Get this girl a seatbox and set it up where she can sketch an engine that's in for a while."

Sure enough, in the far reaches of the drab, noisy house they found a Pacific type numbered 577 that was in for class II repairs. Just what Betty wanted! Gigi climbed into the cab of the cold locomotive, lugged out the engineer's seatbox, and dropped it onto the floor with a thunderous roar. Betty sat down in front of the disabled locomotive and began drawing it as accurately as she could. Now, for once, she had time to see details she'd been wishing to depict during the years when the engines rushed by without stopping for more than momentary glimpses of their intricate parts.

After that, she went down to the enginehouse at least once a week during the mornings or afternoons her art school had scheduled for sketching. Shopmen going back and forth on jobs would hover with greasy fingers almost too close to her drawing-board and explain the workings of whatever parts she was delineating. Engineers and firemen also stopped on their way out to the ready track or on their way home to see what she was doing and to offer suggestions.

One of them, who lived near her, asked the girl: "Are you going home soon?"

"Yes," she said, "pretty soon."

"Well, if you can finish up in 15 minutes, while I go to the crew dispatcher's office, I'll give you a ride home."

She naturally assumed he'd take her home in his automobile. Getting her things together, Betty was ready to leave when he got back. With surprise and delight she learned that he'd give her a ride in the cab of a big, new, Fairbanks-Morse C-Liner which was coupled to a new time freight, the Pacemaker. It was a memorable ride and he violated a rule by stopping right at her street to let her off.

During the Christmas season of 1949, after prolonged treatment for serious eye trouble, the young artist worked in a Boston department store. In the following June she graduated from art school. Having read about fans

The shortest figure at the right is Betty Tone at the Beacon Park enginehouse in Boston on April 16, 1951, taking a picture of the locomotive used on Boston & Albany's last steam run. Betty was then 22 and had just joined The Railway & Locomotive Historical Society.

Photograph by a B&A engineer, the late H. W. Pontin

in Railroad Magazine, Betty got in touch with several of them, with the result that she and her brother joined the Boston Division of the Railroad Enthusiasts. Thereafter, both of them attended their meetings and went on their fantrips.

Some Enthusiasts wanted to visit the Boston & Maine enginehouse and yards in Boston. To get the necessary permission, Betty showed her B&A paintings to George Hill, the B&M public relations director. He was so favorably impressed that he quickly agreed. During the next seven days the girl spent the whole week making watercolor sketches of B&M scenes. Mr. Hill bought one of them to use in the road's annual report and another to hang up in his office. Then his company's advertising agency commissioned her to do illustrations for ads.

Later that year she began designing Christmas cards, silk-screening them in the attic of her home. Some were railroad subjects, others not. She peddled them from house to house, to railfans, to local railroad officials and off-line agents. One customer advised her to show the cards to Charles E. Fisher, who lived in Waban, Mass. The girl remembered having read about a man with that name as president of the Railway & Locomotive Historical Society and wondered if he was the same person. He was. Betty visited President Fisher, found him to be a tall, rather heavy man with a quiet, forceful manner, and left with an order for 100 cards.

During their conversation the elderly gentleman had criticized her color scheme of an Old Colony engine named Falmouth. A few weeks later, when Betty rode her bike over the hill to Waban to deliver his cards, she mentioned that she had corrected the colors.

"Oh," said Mr. Fisher, "you didn't have to do that on a Christmas card."

"But I wanted to," Betty said proudly. "I want it accurate, the way the engine actually was."

Note Betty's clean-cut pen lines in cover drawing for Railroad History (R&LHS).

She couldn't have said anything more pleasing to Mr. Fisher. He beamed. After that, when she had a locomotive question she couldn't find the answer to, she pedaled over the hill to consult her distinguished customer. Even after she had moved to New York, where her chances of getting orders for art work were brighter and where she did covers for the R&LHS Bulletin (predecessor of the current Railroad History), she visited him occasionally and carried on a correspondence that lasted until Mr. Fisher's death in 1972.

Meanwhile, returning from a fantrip one evening in 1951, Howard Greene, who eventually would become president of the R&LHS, collared Betty Tone, then 22 years old, and persuaded her to join the Society, which was and is America's oldest railfan organization.

On April 16th of that year, the Boston & Albany operated its last steam run. Hearing about it in advance, Betty got a permit to visit the enginehouse on the appointed morning, and gleefully showed up there, while many of the faithful who lacked such permission were turned away at the gate. For hours she was busy photographing the movements of the road's last active steam engine, until it finally rolled by Beacon Park on the mainline enroute to oblivion. Trains magazine bought and published one of the pictures she took that day.

Betty remembers with joy the first time she met Peter Helck, an outstanding artist who painted many railroad scenes as well as other subjects, mostly industrial. The girl got in touch with him after seeing a doublespread illustration of a Harry Bedwell story that Helck had made for The Saturday Evening Post. She had read somewhere that he was "the only nationally known artist who draws a steam locomotive right and doesn't have to cover some of its interesting parts with steam or bushes."

North Station, Boston, about 1950; from a watercolor painting by Betty Tone Summers.

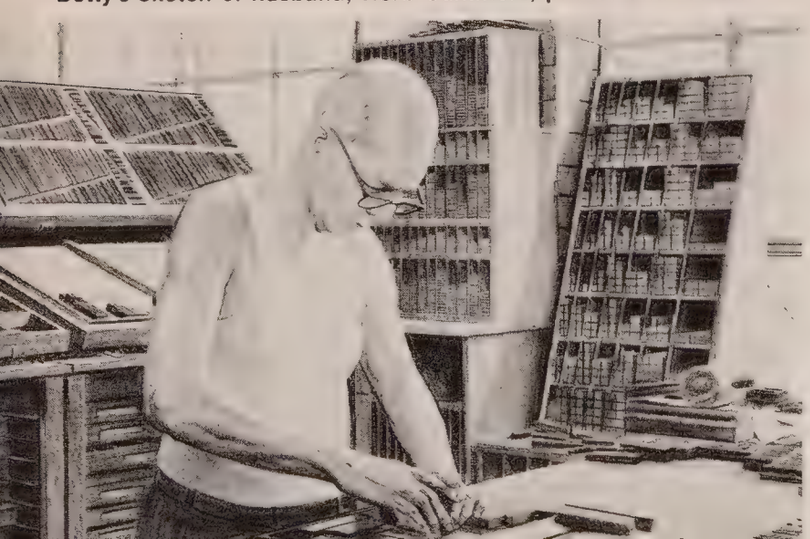
Joe Easley, a Railroad Magazine illustrator for many years, shared Helck's feeling for accuracy but lacked his wide reputation. On the other hand, genial Joe Farren, who drew the pictures for our Engine Picture Kid stories long ago, fell down badly in depicting locomotives.

Peter had a New York City office but did most of his work in rural Boston Corners, N.Y., about 100 miles north of the metropolis. He agreed to meet Betty. This meeting on a mild day in 1952 was pleasant and fruitful. The successful illustrator studied the samples in her portfolio, commented helpfully on them, and promised to write letters on her behalf to five New York art directors. His charming wife, Priscilla, served them a tasty lunch and later drove the girl to Chatham, from which a train would take her home.

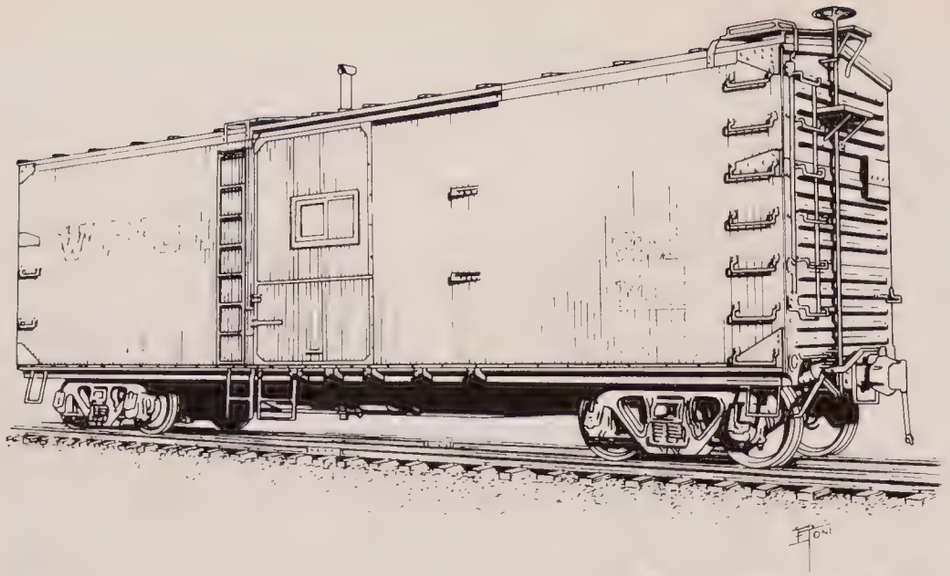
Betty describes the visit as "an all-around wonderful day." Here is Pete's recollection of it: "Miss Tone had written from her home in Newtonville, Mass., of her wish to see me. Within days she appeared — on foot — at our place, having traveled via the B&A to Chatham, thence south on the New York Central's Harlem Division. Though this southbound express had no scheduled stop at Boston Corners, she had obtained permission from the division superintendent for the train to make such a stop, and it did.

"This talented girl, toting her portfolio, hiked the mile (mostly uphill) to our studio home. It became immediately obvious that here was a railfan,

Betty's sketch of husband, Herb Summers, printer and railfan.



Her portrait of old Erie station at Demarest, N.J., in Oct. '66.



Pen-and-ink sketch for R&LHS Bulletin cover illustrates Betty's passion for details.

already known to railroad personnel, and her drawings proved it. I could hardly reconcile such youthful femininity with steam locomotion. How come not ladies' fashions or interior decoration? Now, almost a quarter-century later, my wife and I still marvel at this unladylike choice of venue. And though steam power has almost totally disappeared, Betty is still infatuated with the smoke and thunder of the past. She told me, 'I could draw and paint a Niagara in my sleep'."

Peter continues: "Her interest in delineating authentic detail was so evident that too often I felt her renderings of moving trains were too hard-edged to promote the aspect of movement and speed. On a later occasion she showed us a set of watercolors depicting scenes along the Central's mainline, intended to serve as background settings for future train pictures. All but one of these had the same severity of linear designation. The exception revealed a blending of edges, of tone and color, which led me to express admiration.

"But Betty laughed gaily, saying: 'This one blew into the drink near Boston & Maine Tower A, just north of the drawbridges. It started to float out with the tide. I was taking off my shoes to swim after it when a tower operator got into a nearby rowboat and rescued it.'

"There have been times since then when I suggested that a painting of hers could be improved by a bit of Hudson River pollution. In our correspondence we've discussed artists, some of them now dead, whose paintings were inspired by steam operation. Men like A. Sheldon Pennoyer, Otto Kuhler, William Harndon Foster, Manville Wakefield, Kent Day Coes, and Howard Fogg. Also T. Lux Feininger, who invested his exquisite locomotive paintings with a surrealistic mood."

Glancing around his studio, Pete told us: "Though I'm old enough to be Betty's father and have — until the coming of the diesel — produced many drawings for major railroads, I seek her advice on those rare occasions when a commission calls for an oldtime railway situation. One such job was to portray a 4-4-0 pulling out of Boston Corners on a cold winter day, circa 1880. I was in doubt about the density of exhaust smoke under such conditions."

Betty answered his inquiry: "As for black smoke on leaving a station stop on a cold day, it could happen, especially if the fireman, for one reason or another, turned off the blower at the stop during which smoke accumulated in the firebox. Or if he started laying on the coal. But you would have steam also. First some steam, then black smoke, gradually lightening out as the pace increases." And she added: "You know, there's this thing called artistic license."

Early in 1953 our Interesting Railfan moved to New York City and shared an office with Don MacLean, a B&A telegraph operator who had set up business as a traffic consultant, while she did free-lance art. She painted many railroad scenes, did sign painting, etc., often living on $10 a week for food and rent.

"If the subway fare had been more than a dime," she says, "I couldn't have made it."

But that summer she managed to go on several fantrips. Later, as an aftermath to a painting she had made of a Chicago Pneumatic steam-driven air compressor, she worked several years for their studio, F.R. Gruger, Jr. For her, a better income meant more fantrips and more on-the-spot railroad sketching. In 1954 she filed an application for membership in the North Jersey Chapter of the National Railway Historical Society. At the meeting when her application came up for consideration — We'll let George Eggers tell the story:

"Some of the fellows didn't want a woman around, because that would have interfered with their showing the risque girlie slides they liked to mix in with the trolley and interurban shots on the screen. Others were afraid they'd have to be too careful of their language. But an old charter member, Herb Summers, announced that if Betty Tone wasn't accepted, he'd resign. They all looked askance at him, but he meant it. Since Herb was the chapter's editor and printer, Betty was in."

Afterward, she thanked him for it. Herb said that as a printer he had calls now and then for art work and he asked to see some of her samples. Betty promptly took her portfolio over to his shop on Van Dam Street in lower Manhattan. Herb had taken many photos of engines and trains and swapped pix with other fans; but his major contribution to the railfan movement was as editor and printer of the North Jersey Chapter's magazine, The Marker. Our own Steve Maguire in his Railroad Magazine department, used to comment on each issue of The Marker as it came out.

Steve recalls: "I first met Betty when she began dating Herb Summers. Along with two or three other people, we wined and dined and had some wonderful evenings together. In 1956 Herb married her, though he was quite a bit older, and they were a devoted and compatible couple, both in married life and as railfans."

From her mother, Betty learned the need for a varied and balanced diet. She reads labels on cans and packages in grocery stores and rejects foods that have been spoiled by overprocessing or the addition of chemicals.

Says she: "The best thing you can do for your health is to subscribe for the monthly Prevention magazine (published at Emmaus, Pa.) or buy it regularly on newsstands or in health food stores, and follow its teachings. It has well over a million circulation and is dedicated to the prevention of disease and the maintenance of good health. I take vitamins and minerals every day."

We should have written up Herb and Betty as a husband-and-wife railfan team. Their honeymoon was a glorified fantrip, riding and photographing trains and trolleys. For years they lived in rural Pearl Harbor, N.Y., where your editor was once an overnight guest. Besides railfanning, their activities included hiking, white-water canoeing, and skiing.

Paintings and commercial art kept Betty busy, while the printing shop had plenty of orders. Their bright little world collapsed when Herb died on August 2, 1967.

After a simple farewell ceremony conducted by Bill Viekman, one of our Interesting Railfans, Herb's body was cremated and his ashes were scattered over a scenic spot he had loved. The widow, sadly, was on her own again. She found a job as a retoucher and eventually sold the printing shop. Since then, she has continued to work at railroad paintings and other free-lance art jobs.

She has started a painting of the main concourse of Grand Central Terminal as it was in 1953. For this job she needs pictures of the small sections of ceiling in the terminal directly over the semi-circular windows on the north side. (Not the astronomical map; she already has that.) These small sections were filled with sculptures of a winged wheel, etc. but can't be seen clearly, even from the concourse floor. If any reader has such pictures, please send them to her home, 185 Houston Street, Apt. 6-A, New York, N.Y. 10014.

William J. Rugen, a retired Long Island Rail Road shopman and an authority on LIRR history, has known Betty for about 20 years and gone on many steam and trolley fantrips with her.

"In 1964, when the General was coming to the New York World's Fair, Betty and Herb took pictures of it along the route from Ridgewood, where it was delivered by the New Haven Railroad, to Jamaica in New York City. The next day, I told them that the Civil War engine was stored in the inspection shed, and would they like to wipe it down? In no time at all, they arrived with a bundle of rags and a can of brass polish and went to work. Betty is quite feminine, but doesn't mind getting her hands dirty from locomotives. She had some engine-cleaning practice on the Indian Valley Railroad at Syosset, N.Y."

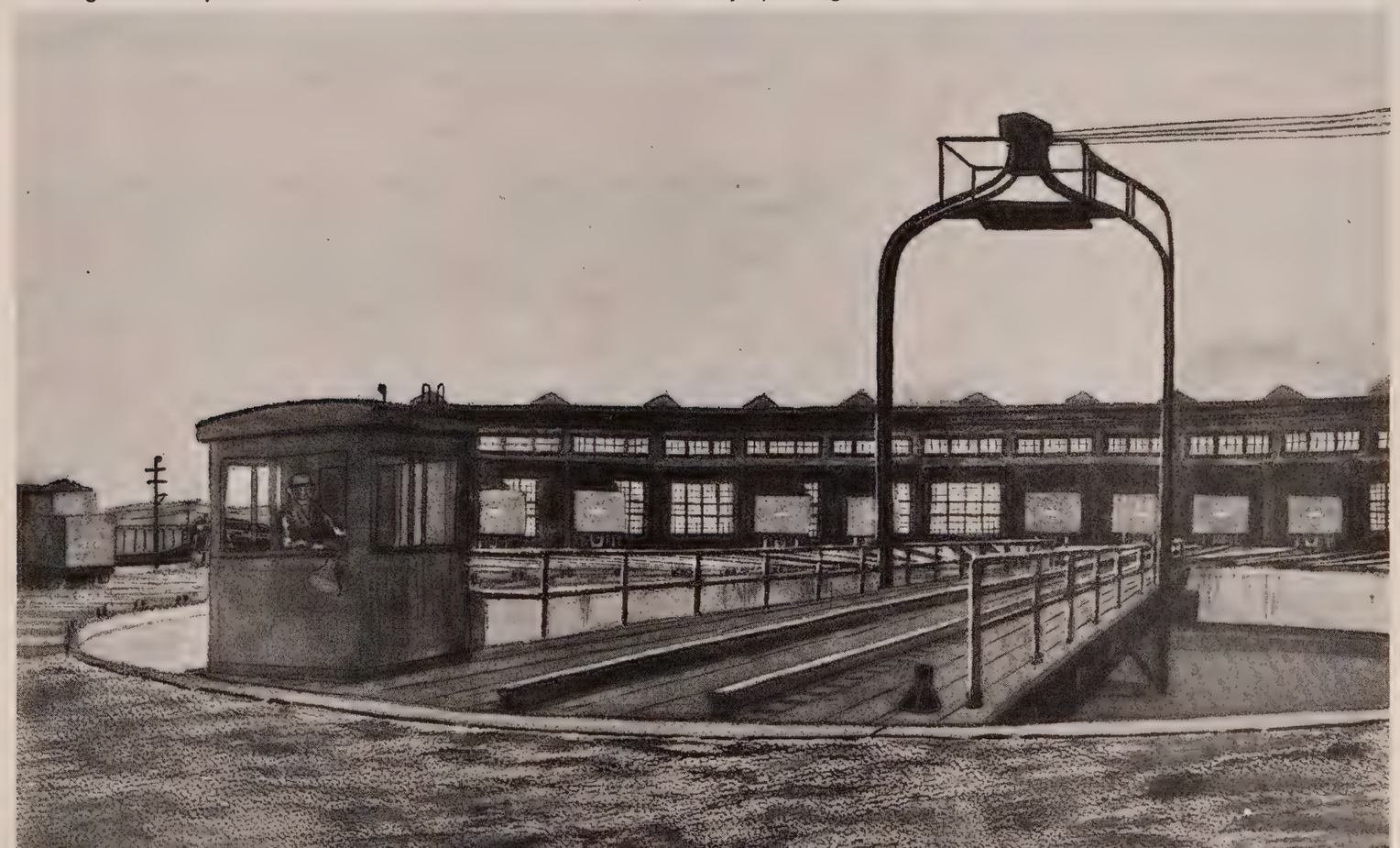
"Somewhere in her family tree there must have been an explorer, for Betty likes to dig into forgotten branch-line railroads or grades. During two winters we explored the grade, incline planes, tunnels, and remains of the old Spiral Railroad on Dunderberg Mountain, first south of Bear Mountain beside the Hudson River. Ask her about an old mine shaft or ruins in the Ramapo Hills and she can lead you to it. She even hunted and found that some of the state line markers along the New York and New Jersey border aren't in a straight line, possibly due to magnetic conditions."

Unlike most women in their mid-forties, Betty has retained a slim athletic figure. Alert and pretty, she weighs 115 pounds, is 5 feet 4 inches tall, and has chestnut hair lightly tinged with gray. And she doesn't smoke. Readers of Prevention magazine don't. Most of them, anyhow. And unlike average adults of any age, Betty won't ride when the distance is short enough for her to walk.

A few railroad pictures, including some of her own, adorn the walls of her apartment. There are bits of railroadiana, too: whistles, markers, a whistle post, and two interurban car headlights. She has 17 well-filled bookcases devoted to such subjects as railroading, art, history, outdoors, cookery, etc. Besides the R&LHS, Railroad Enthusiasts, and NRHS, she belongs to the Electric Railway Association, the Steamboat Historical Society, the Rosicrucians, and half a dozen other organizations. She's quite a joiner.

Her idea of complete happiness would be to live in the north woods, far from the noise, litter, and crowds of civilization, and paint railroad scenes to her heart's content.

Twilight had deepened for steam in U.S. and Canada in '49, but Betty's painting of B&A's Beacon Park roundhouse still shows action.



Railroad Magazine Visits

Mid-Continent Railway Museum

by Mike Eagleson

Tripleheaded Ten-wheelers! Set up especially for Railroad Magazine is first-time-ever combination of Mid-Continent's passenger locos.

Photograph by Mike Eagleson

IF YOU VISIT, as I did, the steam-operated Mid-Continent Railway Museum at North Freedom, Wisconsin, you will discover not just another routine tourist road but a page of railroad history. There, beside the Baraboo River, is a historically accurate reconstruction of a turn-of-the-century branch line, four and a half miles of single-track that the Chicago & North Western abandoned, plus a roster of ten steam locomotives.

You ride the train to Quartzite Lake, site of a former quarry. The volunteer crew waters the engine from the lake, runs the outfit on a passing track, and couples up to the rear. Then, after a time-honored highball signal from the conductor, you are on your way back to starting point, the depot and shop facility at North Freedom.

One of the things I admire most about Mid-Continent is its authentic railway preservation. No cute storybook names to attract people unfamiliar with railroad tradition. No gun slingin', no Indian raid, no fake holdup nor popcorn peddlin'. No engine or car painted razzle-dazzle like a third-rate circus. Only real railroading, with equipment colored and lettered exactly as it used to be. At Mid-Continent, care is taken to research and match the original body hue and style of lettering.

Should you want to see the museum's prize piece, get an eyeful of the 1385. That old gal, a 4-6-0, class B-1, is the last operable steamer from the CNW you can find anywhere. A genuine crowd-pleaser, though hard on coal, this high-boilered Ten-wheeler was built by the Schenectady Works of American Locomotive Co. in 1907.

Now under restoration is another rare locomotive, the former New York Central 0-6-0 No. 6721. When repairs are completed, Mid-Continent will have the only operating NYC steamer, with, of course, her proud heritage emblazoned on the tender.

A classic entry on museum's motive-power books is the Warren & Ouachita Valley 4-6-0 No. 1. This lumber-hauling Arkansan found her way, through a merger, to the Rock Island in 1947. After rebuilding her with a diamond stack and renumbering her 9 for a railroad fair that year, the CRI&P let this beauty languish for decades in the roundhouse at Herrington, Kansas. Luckily, Mid-Continent bought her in 1965 and restored her to proper 1906 Baldwin appearance. She is a regular on

the run from North Freedom to La Rue and Quartzite Lake.

Yet another Ten-wheeler adorns the enginehouse. From Canada's Alberta Province came Western Coal & Coke No. 1. Built by Montreal in 1913, she handled coal-mining duties near Lethbridge until 1964. The 4-6-0 has been extensively repaired by the talented museum members, even such an ambitious undertaking as sweating on new driver tires. This was done with an open flame in the field behind the enginehouse.

The museum's fourth loco regularly used in recent years has the distinction of being 91 years old. Baldwin built Mogul No. 9 for the New Orleans & Northeastern railway, but in 1920 she joined the 5-mile Dardanelle & Russellville Mid-Continent bought the 9-spot eleven years ago and shipped her to Wisconsin, where she is still rolling out the miles.

Besides the four active engines, six other steamers await restoration. Hopefully, all will be in steam again someday. Mid-Continent sets a high standard for an operating railway museum which is largely at the mercy of the tourist industry. Yet, despite the lack of yellow handrails, boorishly painted locomotives, and carnival-colored cars, the authentic call of steam has made set-up well worth repeated visits.

Here is a roster of steam power in the Mid-Continent Railway Museum:

Warren & Ouachita Valley No. 1, 4-6-0, Baldwin, 1906, construction No. 29750, operable.

Western Coal & Coke No. 1, 4-6-0, Montreal, 1913, 53632, operable.

Louisiana Cypress Lumber No. 2, 2-6-0, Lima, 1906, 1027, not operable.

Central Illinois Public Service, No. 6, 0-4-OT, Vulcan, 1925, 3376, not operable.

Dardanelle & Russellville No. 9, 2-6-0, Baldwin, 1884, 7469, operable.

Alabama, Tennessee & Northern No. 401, 2-10-0, Baldwin, 1928, not operable.

Chicago & Illinois Western No. 701, 0-4-0, Schenectady, 1914, 54627, not operable.

Chicago & North Western No. 1385, 4-6-0, Schenectady, 1907, 42187, operable.

New York Central No. 6721, 0-6-0, Schenectady, 1913, 54075, not operable.

Chicago, Burlington & Quincy No. 4960, 2-8-2, Baldwin, 1923, 56809, not operable.

When repairs are complete on this heavy 0-6-0, museum will have only ex-New York Central locomotive in steam.

Western Coal & Coke 4-6-0 No. 1, formerly a Canadian shortline Montreal-built boomer, simmers near the North Freedom engine house.

(Top) At the depot in North Freedom, ex-Warren & Ouachita Valley No. 1 switches past the big ex-Chicago & North Western Ten-wheeler No. 1385 as 4-6-0 hoghead waits for conductor's highball. No. 1 is a Ten-wheeler built by Montreal in 1913. Alco built 1385 in 1907. (Bottom) In typical rural rail setting of years ago, ex-W&OV 4-6-0 pounds upgrade at Osborne's crossing, trailed by ex-DL&W coaches.

Oldest steamer on the equipment register is ex-Dardanelle & Russellville Mogul No. 9 built by Baldwin in 1884. The 2-6-0 and van made an unscheduled run to Quartzite Lake for Mike and other photographers.

Anyone oiling a locomotive, as Cindy Vertein is supposed to be doing, should be intent on the job instead of grinning at camera. Cindy isn't even looking at the engine, which is ex-C&NW 1385 at Mid-Continent Railway Museum. This photo is example of what a rail photographer should NOT do when posing a pretty gal.

Jeff Haertlein, 3215 South Illinois Ave., Milwaukee, Wis. 53207

End of run at Quartzite Lake. Ten-wheeler No. 1385 takes water before using passing siding to run around her coaches to return to North Freedom.

IN SEARCH OF STEAM

Mike Eagleson

CO&E 2-4-2 No. 5, rolling on Illinois Central Gulf tracks, slows for C&EI crossing on May 18, 1975, as brakeman Kenneth Keys prepares to hit dirt and open gate near Marion, Ill.

RAILFAN DAY on the Valley R.R. at Essex, Conn., was June 7th, with three steam locos fired up for the enthusiasts. Highlight of the day was an afternoon doubleheader, using ex-Birmingham & Southeastern 2-8-0 No. 97 and former Sumter & Choctaw 2-6-2 No. 103. The pair really talked it up on a photo run rolling along a scenic open field not far from the west bank of the Conn. River which the line parallels from just south of Deep River to Chester. As an extra treat, ex-Wickwire Spencer Steel's 0-4-0T No. 10 was on hand to switch cars between scheduled runs with the road engines. The chunky saddle-tanker was outshopped by Baldwin in 1934, and is considered to be designed quite ahead of its time. Many inovative appliances and firing apparatus were installed on this switcher. She is capable of one-man operation and could be called Baldwin's steam answer to the small diesel switcher.

ON A RECENT trip to the Midwest I visited the Toledo, Lake Erie & Western R.R. at Grand Rapids, Ohio. This relocated tourist line is operating ex-Detroit Edison 0-6-0 No. 202. The 1920 Baldwin-built switcher maintains a swift pace as she treads through flat Ohio farmland. The medium-sized yard goat has a sweet sounding whistle and makes just enough smoke to keep the photographers happy.

NOT OFTEN can I report on regular-service steam power in the U.S. Happily, Potomac Electric Power at Alexandria, Va., uses three Porter-built fireless cookers to switch coal cars. The steam charge from the generating plant lasts about half a day. With the plant requiring about forty 90-ton coal cars to be unloaded at the rotary dumper per day, the work load keeps the trip plenty busy at two separate sites. There are no current plans to replace the steamers, but in any steam operation things can change rapidly.

WHILE we haven't details as yet, the Cape Breton Steam Ry. on Cape Breton Island in the Canadian Maritimes is planning to stage another steam doubleheader on Canada's Thanksgiving Day. Joining Mogul 42 for this romp probably will be an Eight-wheeler, the Repton, on lease from Steamtown at Bellows Falls, Vt. reports William Cornish, Box 219, Trenton, Nova Scotia, Canada BOK 1XO.

IN May issue, I asked if anyone knew what happened to an ex-Chesapeake & Ohio 2-8-0 that had been used for target practice at Elgin Air Force Base at Valpariso, Fla., during the 1960s. S/Sgt. Larry E. Koewing, 53A Lin Drive, EAFB 32542, writes that she was cut up for scrap after repeated hits by rocket-fire. What a way to end the career of a steam locomotive!

FORMER Louisville & Nashville 4-6-2 No. 152, now at the Kentucky Railway Museum in Louisville, is currently being rebuilt for mainline excursion service. The estimate cost of repair is $37,000 for materials alone, while labor adds on another $13,000. She probably will be converted from coal to oil for better servicing while on the road. Built by Rogers in 1905, she was retired in 1957 and much later given to the museum by the L&N.

A SMALL standard or narrow-gage steamer, capable of restoration to operating condition, is wanted by Samuel M. Dunaway, Jr., 304 E. Ellis St., Jefferson City, Tenn. 37760.

THE NEW HOPE & IVYLAND at New Hope, Pa., will host an Autumn Open House on Oct. 18-19, timed to coincide with the peak of fall foliage display. Highlights for railfans will be the late Saturday afternoon doubleheaded steam trip using ex-Canadian National 4-6-0 No. 1533 and former Cliff-side 2-8-0 No. 40. It should be a good show when the pair talk it up in the scenic Buckingham Valley.

A GENUINE U.S.R.A. Mikado, ex-Grand Trunk Western 2-8-2 No. 4070, will carry passengers from Cleveland to Peninsula,

Toledo, Lake Erie & Western 0-6-0 No. 202 running out of Grand Rapids, Ohio, May 26, '75.

connecting with the Hale Farm and Village in Bath, Ohio, this summer. The tours will be sponsored by the Cuyahoga Valley Preservation and Scenic Railway Assn. Regrettably, this good looking Mike now sports a headlight visor and has been repainted, obliterating her former GTW lettering and class markings on the cab and tender.

BOB STOKES reports in The Train Sheet, put out by the Tacoma Chapter of NRHS, that Project 1364 is moving right along, with one of the latest developments concerning a restoration site for the ex-Northern Pacific loco. The management of Nalley's in Tacoma, Wash., has agreed to allow Steam, Inc., to use a portion of its in-plant rail trackage for restoration of 1364. Besides the obvious advantages of track space and security, Nalley's also has much to offer in the form of ancillaries. Steam, water, electricity, a carpenter's and machine shop, and pipe-fitting equipment, plus lift trucks and a cooperative attitude, all combining to make this an excellent location for the project.

Bob says that operating trackage has been acquired on Tacoma's Municipal Belt Line for next summer and encompasses 6.3 miles of track for the steam loco to run on. This big accomplishment was made possible by Walter Gordon and Aldo Benedetti. A major hurdle will be raising money to put the Bicentennial project over. A lot of people want to see this ex-NP steamer running again.

CONTINUE sending steam news to the home of Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

Railfan Day on Valley R.R. Ex-Sumpter & Choctaw Prairie 103 teams up with ex-Birmingham & Southeastern 97 on weather-perfect June 7 hauling doubleheader over old New Haven right-of-way between Essex and Deep River, Conn. (Bottom) As an added bonus for steam fans ex-Wickwire Spencer Steel 0-4-0T No. switched cars in Essex yard between Chester roundtrips. Baldwin built No. 10 in 1934.

Both photographs by Mike Eagleson

With Number 208 closing fast with sanders clogged, Arthur was hit trying to sand oil-slick rails as train came nearer gas car and tragedy.

THE FALL GUY by Harry H. Harrison

ARTHUR POTTER was finishing his first student trip over the Southwestern Pacific's Rose City sub-division. The late afternoon local was nearing Rose City, and he was confused. He had not realized that a brakeman had so many duties to perform. If only one trip to Cherry Grove could muddle him so, what a state he'd be in in a week or two from now! He tightened his grip on the water cooler as the three-car electric train charged into a curve.

"Stupe" Burns, his mentor, to whose tender mercies students had been consigned even before Arthur Potter was born, stood behind him on the last platform and looked up at the baggage-rack over the passengers' heads. Arthur knew that Stupe was worried about a huge traveling case put up there by a salesman who had gotten on a few stations back, for he himself had seen it teeter dangerously at that last curve. If it should fall on someone's head . . .

"Potter," Stupe Burns said, "study the book of rules. When yuh go up for the exam, yuh gotta know the book, but only a few by number, like Rule 99."

Suddenly he thrust Arthur against the water cooler and darted past him just as they hit another curve. The young brakeman leaped after him, for

he, too, had seen the traveling case teeter on the edge of the rack. In a split second, he was helping Stupe to hold up the case, which would have fallen upon its owner's head in another instant. The salesman looked up, and unconcernedly set the grip down upon the seat. Beckoning Arthur to follow, Stupe hurried back to the rear platform.

"Yuh want to be back here to answer the final runnin' brake test," he shouted, to make himself heard above the clattering trucks. "We're almost at the tower."

As if to emphasize his last remark, the train slowed abruptly. Caught off guard, the student was thrown against the steel partition. Stupe opened the righthand trap door and swung a highball. Two hoots sounded on the whistle, the brakes released, and the train speeded up again. Arthur rubbed his left elbow, which pained sharply. Trucks clattered over points as the southern arm of the loop joined the northern. The tower flitted by, and the train slowed as it entered the outskirts of Rose City.

"Now go through the train," Stupe said, "and tell the passengers that Rose City is the next stop. And don't forget to help unload the express."

Arthur turned to obey. Why hadn't Stupe commended his quick action in helping catch that falling case? He went through the train mumbling, "Rose City, last stop!" Passengers ignored him.

At the smoker platform, he found his way blocked by huge bulk of Conductor Muldoon.

"Potter," the conductor roared, "let's see your keys."

Arthur dug his switch key and his coach key out of his pocket. "Here they are, Mr. Muldoon," he said.

"Where's your red-light key? Didn't Kinney give you one?"

"N-no," Arthur answered, "am I supposed to have one?"

"Sure you are, and as soon's we get in, you hurry right up to the office and ask him for one."

"Yes, sir, I will." Arthur could hardly keep from laughing. He was sure there was no such thing as a red-light key, but he'd take advantage of Muldoon's command. Now he'd get out of unloading all that express and package freight which he had laid in the baggage compartment at various stations along the line. Since he'd obey the conductor's orders. Stupe couldn't get back at him for running away.

The train pulled into the depot, and when the last passenger was off, Arthur strode over to the trainmaster's office. Muldoon went to the dispatcher's office to register his train. As soon as he was out of sight, the student stopped and grinned, as from behind a corner of the busy Union Depot, he watched a tractor spot a string of empty trailers beside the combination smoker and baggage car.

Taking off his uniform cap, he smoothed his hair, determined to enjoy this rest, for he was due out again soon.

He jumped as someone grabbed his sore arm, turned, and saw a young engineer standing beside him.

"Hey, fella," said the engineer. "I'm due out in a few minutes and I can't find my controller key. Run over to the inspector's office like a good boy and get me one, will ya?"

Arthur saw another practical joke coming. "Won't a red-light key help you any?" he said with a smile.

The hoghead stopped a hostler, who happened to be passing by, and borrowed his key.

"Thanks, wise guy," he said as he held the little black key in front of Arthur's face, "Without one o' these you couldn't start a juice train any more than you could start an auto without an ignition key."

Arthur gulped in surprise. Perhaps there really was a red-light key. He turned to rush to the office, but bumped squarely into Stupe.

"Don't try to run away!" Stupe shouted as he seized Arthur. "Get the hell back there and unload the express like I told yuh."

Passers-by stared at them.

"B-but my red-light key," the boy stammered. "I—I—"

"Get back there and help unload! We're due out again soon."

Arthur returned to the train and climbed into the combination car. His arm throbbed as he silently helped the express crew to unload. His plump face was covered with sweat when the tractor finally started away with its train of loaded trailers.

Stupe appeared at the door like a Nemesis. "Potter!" he snapped. "Don't yuh know we pull out for McConnville with seven cars? Come down and make the coupling."

ARTHUR climbed down and hurried ahead with Stupe. Student brakemen had no time to rest. The company saw to it that they earned their pay. When they got to the end of their original train, the kid saw a cut of four cars standing there, waiting to be coupled on. He passed signals to the hostler running the cut and helped the swing man to connect the air-hoses and force the control jumpers into their sockets.

The swing brakeman then went to the rear end to make the necessary tests, leaving Arthur to turn all the train seats by himself.

They'd be First 213, a long-distance commuter train this trip, and run limited clear to Hilton, about 25 miles out. Stupe was head-end brakeman. As soon as Arthur had turned the last stubborn seat, he got off the train and hurried to the steps of the front car, where Stupe stood talking to Luke Brewster, helper conductor for the trip to Hilton.

"Did you turn all the seats and are both green flags in the brackets?" Stupe asked as Arthur dashed up.

The student nodded. "Mr. Burns," he asked the head brakeman, "could I use your red-light key if I have to?"

"My what?" Stupe retorted.

"Red-light key. Mr. Muldoon sent me to the office for one. He said—"

"Never mind what he said. You didn't go to the office, did you?"

Arthur shook his head. "You found me before I had a chance to."

"Listen," Stupe explained, "they're always tryin' stunts like that on new men. I thought you had more sense. Don't ever let me hear o' them making a fall guy outa you."

Arthur scratched his head. He remembered the controller key. It was real enough. There were keys and keys. How was he to know which ones were real?

Brewster stared over his spectacles at Arthur. "Stupe's right, boy," he said solemnly, "they're out to get your goat on this pike."

"I was in the office," Stupe said to Arthur, "and after tellin' them about how quick yuh acted when that suitcase fell, you woulda queered the works if I hadn't stopped yuh when I did."

Arthur hung his head sheepishly.

"And another thing," Stupe went on. "Watch out for Brewster. That conductor is the biggest practical joker on the division."

Multoon came from the dispatcher's office with the orders. He handed Brewster and Stupe their copies, compared time with Brewster, and walked ahead to hand the engineer his copies. Stupe let Arthur read the orders. They were merely records of meets with extra, which were to clear their train.

A few minutes later, streams of passengers swarmed onto the train. The student grinned and straightened his tie, for among them were pretty office and shop girls.

"McConnville Express! First stop

Hilton," he blurted. He didn't have the nerve to say it loud and easily, as Stupe or Brewster would have done. Girls with cute faces and beautiful legs smiled as he helped them up the steps. This was the best part of the job.

Soon the last passenger was aboard, and it was time to go. Muldoon highballed. The engineer sounded two blasts on the air-gong and started the train. They drifted past Second 213, the local, and crossed over in front of First and Second 215, which went around the other arm of the loop. The whistle sounded one long and two short blasts as they neared the tower, which answered with two short blasts. Arthur beamed, recognizing the sections following signal and its answer, just as the Book of Rules said.

Brakes gripped the wheels for the running test as they swung around the curve past the empty storage yards. The rear brakeman answered the test, and air hissed as the brakes released. They drifted slowly along the street toward the Broadway crossing to make an extra stop for more commuters.

Arthur looked ahead at the mob of waiting passengers, as the train, with its alarm gong clanging furiously, eased to a stop. Stupe swung off; but the boy was caught on the steps by rushing commuters, forced back against a cab partition, and held there by the crowd which swept up the steps and through the vestibules, until the train started again.

"Hey you," Stupe roared to the student, "you're supposed to hit the ground at all these stops."

Arthur rubbed his sore arm. "I—I know. They didn't let me."

Stupe smiled. "Yuh gotta hop off before the train stops, like I did. Get busy now, and shut the trap-doors on these four cars."

The student went through the crowded coaches, slamming trap-doors and unlocking washrooms, as the train sped through the outskirts of the city. He finished long before they slowed for the Westport tower, and then started back toward the head end. He'd have nothing to do but ride for a while now.

Brewster was in the third car, collecting tickets, so Arthur stopped on its front platform to wait for him. He was to follow the conductor through the two head cars, hat-checking passengers, as Stupe was doing back in the car.

After passing the tower, they gained speed rapidly. The countryside soon was racing by like a huge spinning wheel. Trap-doors rattled like castanets, while under the platform, motors and driving gears screamed while trucks chattered like a battery of riveting machines. This wasn't a bit like the local which stopped so often that it never really got up any speed.

Now Arthur had to hang on to the hand brake to keep from being thrown off his feet every time they whipped around a curve, and he realized why so many people could work in Rose City and live even 50 miles out of town. These electrics were a modern magic carpet.

The door opened behind him, and Brewster came out on the platform He stopped and glared over his spectacles at Arthur, who calmly looked back.

"Didn't I tell you to try and get along with us, boy?"

Arthur bowed and opened the vestibule door for him.

"Come on, boy!"

He stepped across to the next car. The student followed him through the swirling air which came up between the cars. Brewster, with a brusque "Tickets ready please," started down the aisle. Arthur followed and began passing out the hat checks.

THEY HAD gone about a third the length of the car when Brewster suddenly turned to Arthur.

"Boy, get me a cup of water."

Arthur went back to the cooler and filled a paper cup with water. When he offered it to Brewster, the conductor ignored him and began collecting tickets again.

"What's the matter, did you change your mind?" Arthur blurted out.

"Just follow me and hold the cup in front of you."

Arthur obeyed the order and tried to pass out hat checks with one hand as he followed Brewster along the aisle. The car they were in was a trailer, with no heavy equipment underneath to steady it. They lurched and tossed. Passengers stared and some laughed as the student slowly moved forward, still holding the cup in front of him. Then his patience gave out.

"What's the big idea?" he asked as he stopped and clung to a seat.

Brewster said: "Just to cool my punch if it gets overheated."

Arthur flushed and recalled Stupe's warning. He opened his mouth, but before he could say anything a long blast sounded on the train whistle, followed by a short toot. Arthur tried to puzzle out its meaning. He thought he knew all the whistle signals in the Book of Rules, but now he couldn't remember what a long and short blast meant.

The whistle spoke again: whoooooo, whu-whu! Trucks raced over switch points, and the sudden sharp blast startled the kid. A blurred wall shot by on the right side of the speeding train, its passage marked by a thunderous roar until it vanished.

Arthur smiled. He remembered now the train order about a meet with Extra 954 East at Helene. The long and short whistle blasts must have been the meet signal. Again the whistle spoke. Its long drawn-out whooooooooo reminded Arthur that they were nearing the station itself. Helene was an order-board station, about halfway between Rose City and Hilton.

He remembered, too, that in passing an order board, a brakeman had to be on the platform to observe the signal and to pick up train orders if necessary. He dropped the paper cup, turned, and sprinted for the rear platform, just as two short blasts sounded on the whistle. This meant a clear board, for the train had not slowed at all.

The head brakeman had told him that even if the order board showed clear to the engineer, the operator might suddenly throw it to stop just after the head end was by. Then it was up to the brakeman to pull the train down with the "big gun" — the conductor's valve.

A sudden order to hold the train there might come over the wires just after the head end had cleared the signal, and the passengers' lives might depend upon him stopping the train. Arthur hoped he could get to the platform in time to observe the signal board, but the station streaked by just before he got to the trap-door. Quickly he dropped its window open and looked back at the rapidly fading depot. Both semaphores were at the stop position.

He did not know whether the board had been "thrown in his face" or after the entire train had passed the station. He did know that one rule in the book said: "In case of doubt or uncertainty, the safest course must be pursued."

A SPLIT SECOND later he grabbed the emergency cord and yanked it down. With a loud hiss, all the air in the trainline excaped through the open valve; the brakes grabbed with a bang. Arthur was thrown around the platform like a pebble in a can, as with sills scraping and grinding and brakeshoes biting into wheels, the train ground to a rough violent stop.

Passengers opened windows and peered out into the settling dust clouds to see what had happened. Arthur's left

arm was throbbing with pain, but he staggered over to the door and looked back at the signal board and then at George Perry, the rear brakeman, sprinting back with his flagging equipment.

Stupe hurried over from the car behind. "What's up?" he asked sharply.

Arthur had not closed the emergency valve, through which air was still hissing. The head brakeman reached up and closed it.

Brewster came out on the platform. "Boy!" he began, "Did you—"

"Yes, I did."

"Why?" the conductor roared.

"I—I," Arthur stammered. He got a grip on himself. "I thought the board was thrown against us after the head end was by it, and I didn't have very long to figure out what do."

"Yes, I know yuh think quick," Stupe said, "but was yuh out here to watch it like you're supposed to be?"

"Well, you see—" Arthur faltered, "I, I got here after we'd gone by."

Stupe and Brewster were speechless. The head brakeman had watched the station board, and knew it had shown clear until the entire train was by. He could only shake his head pityingly, while Brewster with a gesture of despair went back into the car. They finally limped into McConnville, almost an hour later, with most of the cars due for inspection and overhauling.

Arthur was off several days with a badly bruised arm; and when he reported back, he found that he would not be allowed to forget what he had done at Helene. He stood the kidding and tried to follow Stupe's instructions as if nothing had happened, but he shuddered every time he looked at a conductor's valve. Even in his dreams, order boards flipped up and down like the flashing rods on a steam engine.

He longed for a chance to do some heroic deed, to wipe out the memory of what he had done. If only he could tie down handbrakes on a runaway, and save it from certain destruction after the rest of the crew had jumped off, the bunch might stop kidding him.

But such an opportunity never came. Railroading was just an endless round of loading and unloading freight and express, wrestling with stubborn air-hoses and heavy control jumpers, or turning seats that apparently had never been oiled. All the while he had to be on guard against being sent off on some foolish errand, for the men seemed to think that anybody dumb enough to pull the emergency on a seven-car train doing over 80 miles per hour because he thought that an order board was up, was fair prey for any devilment they could devise.

A WEEK after the famous boner, Stupe Burns was called for a short express extra. He made the round trip without the kid; and when he came back to Rose City, he went at once to see Mr. Beale, the trainmaster.

"About that student, Arthur Potter," he said. "I'm afraid he'll not do."

"Why not?" the trainmaster asked as he looked up from his desk. "He seems to have the makings of a first-class railroader. Weren't you in here the other day to tell me what a quick thinker he is?"

"Yes," Stupe admitted reluctantly, "he is a quick thinker, but you remember the mess he made on First 213 at Helene—"

"You did something like that once at Newburg, when we were brakin' together," Mr. Beale said pleasantly.

Stupe colored. None of the present trainmen knew of this skeleton in his closet. "W-well I—" he began.

"We'll not go into that." Mr. Beale stood up and began pacing the floor. "As far as you've seen," he asked, "Arthur Potter does his work all right, doesn't he?

"Yes, he learned the details fast," Stupe said, "but he's gotten so he won't obey orders no more. He thinks everybody's tryin' to make a monkey out of him."

"Yes, I know," the trainmaster said. "The men and their practical jokes! By God, I'll put out a bulletin about all this horseplay and it'll sure go hard with anybody who tries to haze any more students on my district."

Stupe shrugged his shoulders. "Arthur Potter's got himself in dutch with the conductors already. They say that if they draw him on any o' their crews, they'll turn him in and tie up their trains if no other man's available."

"We need extra men," Beale replied. "All of them are working, and Kinney says he can't even get anybody off the steam division board. But I respect your judgment, so send Arthur Potter here and I'll tell him as gently as I can that he is all washed up."

"I'll send him right in," Stupe said.

But instead of going to the locker room to take off the overalls he wore on the express extra, Stupe Burns went downstairs into the passenger yard. Arthur had not shown up yet, but as he was due out with Stupe on Number 207, he'd have to report soon.

The head brakeman walked slowly toward the stub end of the yard, near the express office, where a combo and an express car stood coupled together. He needed time to think, for it would not be easy to break the news to Arthur.

"I'm kinda sorry to pull the pin on the poor kid," Stupe mumbled to himself.

"Who yuh talkin' to!" a gruff voice spoke beside him.

It was Charlie Vincent, one of the car repairmen.

Stupe laughed. "What's the idea—sneakin' up on me like a gumshoe?"

"I wasn't spying on yuh, Stupe," Charlie answered. "I gotta straighten out those bent steps on the 530 there. She tangled with a flivver this a.m. and she's goin' out either as First or Second 207, dependin' on where the towerman spots the regular equipment."

Picking up his tools, he walked over the car. Stupe went with him.

"The express car and the baggage compartment are full of acetylene tanks for the iron works at Carleton," Charlie said, as he put his blue flag on 530's downhead. "They're perfectly safe as long as they don't get no hard bumps; but if they do, look out."

The head brakeman saw Arthur coming with the markers, lights, and gun case for 207. The kid certainly thought of everything, even of going to the oil house for the necessary equipment. Stupe studied the pavement. He simply couldn't walk over to Arthur and gruffly tell him to go to the office, as he had told many other hopeless ones before.

"Where's all the bad order equipment yuh usually store on Track 5, Charlie?" he asked looking at the carman. He couldn't bear to face Arthur now, knowing what he'd have to tell him.

"We moved 'em to the yards," the repairman said as he crawled under the steps with his tool kit. "208 needs the track. She's comin' with nine cars today."

He began hammering away at the bent steps. Stupe went around to the other side of the 530's platform.

"I'll help yuh, Charlie," he said, as he too crawled under the steps. He and Vincent were penned between the pilot, the steps, and the front truck, with hardly enough room to move their arms.

ARTHUR put his equipment down sharply. Anger smoldered within him, for George Perry, who had been the rear brakeman that day at Helene, had been ribbing him about pulling the train down.

He had seen Stupe crawl under the platform of the 530, and he wondered

why the old brakeman was so anxious to avoid him that he crawled under a car to help a car repairman rather than face him.

The kid decided he'd find out why and had started toward the car, when his foot slipped on a rail and he almost fell. Then he noticed that in this part of the yard, the pavement was flush with the rails, so that the tractors could pull their loads across the tracks to the express docks. A thin film of oil — drippings from journal boxes and gear cases — covered the rails, and a bucket of sand stood nearby, placed there by the trackwalker a few minutes before.

Arthur studied the bucket, wondering whether or not he should scatter a few handfuls of sand on the rails. Just then George Perry brushed by him and set his equipment down beside the 530's steps. The depot master came and looked anxiously toward the curve for 208, which was already a few minutes late.

The steady hammering on the 530's steps stopped and Stupe called to Arthur, for he had finally steeled himself to send the student to the office.

"Hey, sap," Perry said with a leer, as Arthur came up beside him, "get me five yards o' trainline."

"Who's a sap?" Arthur snapped as he clenched his fists.

"Yuh wanna fight, do you?" Perry said, stepping closer.

"Cut that out!" Vincent roared from under the platform. "Arthur," he said, Stupe wants you to go to the office for him right away."

"What for?"

"For his watch inspection blank. Now get going."

The student knew that the railroad cleaned and regulated its trainmen's watches every month, so this order seemed all right to him. He started to walk toward the office.

Stupe reached into his overall pocket, and pulled out his watch. "I got it back yesterday, Charlie, but sendin' him for a blank was a stroke of genius on your part. I couldn't send him there. The words stuck in my throat."

"C'mon" Vincent said, "let's finish that third step and get the hell outa here."

GEORGE PERRY followed Arthur and soon overtook him. "Why don't ya fight!" he badgered as he elbowed the boy, "Are ya yellow?"

Without answering, Arthur smacked a left hook on Perry's cheekbone. Perry staggered back a few steps and the leer on his face changed to a blank look. Arthur rushed his tormentor. As he threw his right hand, a shower of stars suddenly exploded around him. His legs buckled and he felt himself falling. He groped wildly for a support. Just as he was about to go down, his hand closed on something and he held on as tight as he could.

He felt himself being shaken violently. When his head cleared a little, he found that he had hold of the depot master's coat and that the official was shaking him. He let go quickly.

"Startin' a fight are ye?" the depot master roared. "I saw ye hit the first punch."

Arthur started to answer, but the left side of his face was so swollen that he could hardly open his mouth.

"Get along to the office," the depot master said. "We'll have no hoodlums on this railroad."

Arthur's legs buckled again. He paused a moment to try and collect his wits. Then it dawned on him that he was fired, for Rule 801 says: "Any employe who is immoral, quarrelsome, or vicious, will not be tolerated in the service." Since he was canned anyway, he might as well get some of the bitterness out of his system by finishing with Perry. He felt a new surge of strength as he turned back.

Now a sudden series of short, sharp whistle blasts caused him to turn again and look up the track. Swaying with speed, a scant 200 yards away, came Number 208.

A second glance and Arthur saw that the train was on the same track as the gas extra. He knew that Stupe Burns and Charlie Vincent were still under 530's platform, for he could still hear hammering from there.

"Why don't he stop?"

But the long train rushed still closer. Then came the sickening sle-e-e-e- of locked wheels skidding on oily rails.

"His sanders ain't working," Arthur decided. "He can't stop!"

With a shout, Perry and the depot master turned and ran back to pull Stupe and Vincent out from under the 530. The engineer of a yard engine in the steam yard nearby yanked open his whistle cord, as if noise alone could stop 500 tons of steel.

A blinding flash came from Number 208's pantographs as her engineer, in a last desperate effort to stop, reversed the master controller.

THE FLASH spurred Arthur into action. Needles of fire shot through his swollen jaw with every step as he turned and dashed for the sand bucket. Number 208 was close when his hands closed around the bucket handle.

He fell over the bucket, spilling most of the sand, some of which landed on the near rail. Instinctively, he sprang to his feet and jumped across the track, in front of the onrushing train. He dumped the rest of the sand on the other rail and tried to jump clear, but he was too late. The train hit him.

Stupe and Vincent struggled to crawl out between the pilot and steps of the 530. Nearer and nearer came Number 208. Stupe knew that when the train hit, he and Vincent would be ground to bits under the wreckage, and if the jolt should cause the tanks of compressed gas to explode . . .

A low bang sounded as the drawheads came together. The 530 jumped slightly under the impact. Stupe had shut his eyes. A moment later, trembling as if with the ague, he looked around in surprise as Perry helped him to his feet. He saw Vincent's white face near him. Their clothes were torn, but they were still alive and somehow clear of the car.

The engineer of Number 208 jumped down. "It was the lad back yonder dumpin' sand on the rails that stopped us!" he said. "My sanders didn't work. I—I hope I didn't kill them . . . I tried to stop . . ."

"It was Arthur," Stupe said hoarsely, "and to think I turned him in!"

He climbed over the 530's platform and stood beside the dishevelled Charlie Vincent. They then hurried over to where careful hands were lifting an inert figure into a stretcher.

"He's still breathing," the depot master said, as they started for the hospital.

As soon as visitors were allowed to see the patient, Stupe, Charlie Vincent, George Perry, and the depot master went to the hospital. Arthur grinned up at them from his cot.

Stupe shiffled around awkwardly; he could think of nothing to say. After a few moments of embarrassed silence, he jerked out; "When yuh go up for your examination, yuh gotta know the whole book, but only a few by number, like Rule 99 . . ."

"When a train is stopped under conditions where it may be overtaken by another train," Arthur began weakly, "the rear brakeman shall immediately go back a quarter of a mile and fix one torpedo on the rail . . . when a train is stopped under conditions where . . ."

Stupe smiled. Young Arthur smiled back, for he knew now that he would be a full-fledged railroader.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

American Freedom Train's Southern Pacific 4-8-4 No. 4449 meets Southern Railway diesel-electric power at Electro-Motive Div. of General Motors, McCook, Ill. (Left) Doyle McCormick, master mechanic for AFT Foundation, and Peter K. Hogland, GM vice president and general manager of EMD. Lima built the SP steamer in May, 1941. On that same date Southern took delivery of GM demonstrator No. 103 that helped to revolutionize U.S. railroads.

THE VISIT of the American Freedom Train is now over for us in Cincinnati. Despite long waits, rainy weather, and a few complaints that the walkway whisked you through too quickly, the exhibits were interesting and well done.

Best of all for the fans, the former Reading 4-8-4 No. 2101 was parked in the open, all by herself, facing the sun. On June 8th she was joined by Southern's famous Mike, No. 4501, with a Lexington-Cincinnati baseball special, making two live steamers on hand. Few people knew that both had been derailed on the uncertain light rails. The 2101 rode up over switch points while trying to negotiate them under her own power (the second and third drivers were riding the concrete!), while the rear truck of 4501's tender dropped off as she was being pulled backward by a tandem of SW-1500's. It was an interesting week.

MEET Frank Casey, 99 Eastgay Dr., Akron, Ohio 44313, a trackwalker on Republic Steel's 47-mile railroad in Canton, Ohio. He reports that Republic, which owned many early diesels and steam switchers, is now using EMD SW-1's and Alco S-2's numbered 320-339. A six-wheel Plymouth Torque-o-motive, 823, is stored unserviceable.

Penn Central trains passing through Canton in June used some big six-wheel Alcos in C-628, 630, and 636 models, mostly on coal trains. PC SW-7 No. 9090 was hit by three gondolas on June 8th and lost her cab, but neither the cars nor the loco was derailed.

The B&O in Akron, long a user of Alco S-2 switchers, has replaced the 30-year old Alcos with GP-9's. We still have Alco S-2's in Cincinnati, but Geeps and EMD switchers are making inroads. Erie Lackawanna continues to use Alco S-2's in Akron. The 520, still painted the old Erie black, works west of Akron as far as Wadsworth, Ohio.

Akron, Canton & Youngstown 107 was the last loco to carry that road's name, and is now gone. All of the road's power is from parent Norfolk & Western, mostly ex-NKP GP-7's; but RS-11's and GP-40's have been seen. The Akron & Barberton Belt is now using Precision GP-7 No. 1503 and GP-9 No. 1703. Some N&W units were on the property before business fell off. In a strange occurrence on A&BB last winter, some misguided soul ran 1503-1703 out of the Barberton house, hit an automobile in Akron, and then returned the units to Barterton!

SOUTHERN is experimenting with "train-handling indicators," a 32-pound display screen which mounts over the control stand on diesel locomotives. The screen projects track conditions up to six miles ahead, using electrical impulses generated by a speed controller to move a track profile tape across the screen. Thus the engineer is told the location of signals, bridges, switches, crossings, etc., long before he comes upon them.

The device is used primarily for training apprentice engineers. When interdivisional runs were begun between Danville, Ky., and Chattanooga., Tenn., engineers unfamiliar with the road were helped immensely by the indicators. Southern has ten of them, one apiece for each major division. Experienced runners find them valuable as aids in controlling slack action at strategic locations.

CHICAGO & NORTH WESTERN'S fleet of iron ore lugging H-16-66's are no longer in action out of Escanaba, Mich., reports Greg Peet, 1241 River St., Niagara, Wisc. 54151. Greg says that in late May a fleet of these "baby Trainmasters" in the 1600-1900 series operated to Ishpeming and Iron Mountain out of Escanaba, but all have since been replaced by 6700-series Alco C-628's (those N&W units C&NW bought). Three Alcos replace four FM's on a typical ore train. Greg asks if anyone has seen the North Western FM's elsewhere on the system.

NORFOLK & WESTERN'S famous SD-45 No. 1776 paid another visit to Cincinnati in June with a Directors' Special, passing from N&W to Southern rails over B&O and continuing on south over Southern, reportedly heading for Atlanta. Purpose of the trip is unknown.

SUSQUEHANNA burning coal again? NYS&W has been starting brush fires in the Wyckoff and Franklin Lakes area of New Jersey. Two weeks after five miles of fires had been extinguished, new blazes sprang up in Wyckoff. According to Richard J. Sappelli, 390 Dartmouth St., Wyckoff 07481, the hill there is heavy, trains are long, and the GP-18's emit sparks as they climb the grade.

Pennsy SW-1 class ES-6 No. 5750 with rare four-wheel hack in Washington, D.C., in '47.

Photograph from Harold Buckley, Jr.

ANYBODY know if two Whitcomb 65-ton, 590-hp "humpbacks" still run on the Tacoma (Wash.) Municipal Belt Line? Chaplain (Col.) H.G. Benton. HQ US AREUR 7/A, Office of Staff Chaplain, APO New York 09403, stationed in Germany, sends some info. on them. Both were built in July, 1944. Builder's No. 60501 became U.S. Army 8495, while No. 60504, named Jay W. McClure, became USA 904. The War Assets Admin. sold both to Tocoma in Dec. '47. Their status since 1965, when they were known to be on the TMB, is a blank to us.

LEGAL problems kept the Morehead & Morgan Fork inactive last winter, but we understand they're now loading six hoppers a day, beginning the first week in June, with tonnage expected to be 30 cars by August. So say Roger Roush, 2 Rivesville, Morehead, Ky. 40351, and Elmer G. Sulzer, 5582 Cape Aqua Dr., Sarasota, Fla. 3381. Elmer is the author of several books, including "Ghost Railroads of Kentucky." He reports that a lumber operator and mine owner bought the present road after its predecessor, the Morehead and North Fork, had been abandoned. It operates three miles of track, but not as a common carrier, for the sole purpose of loading coal.

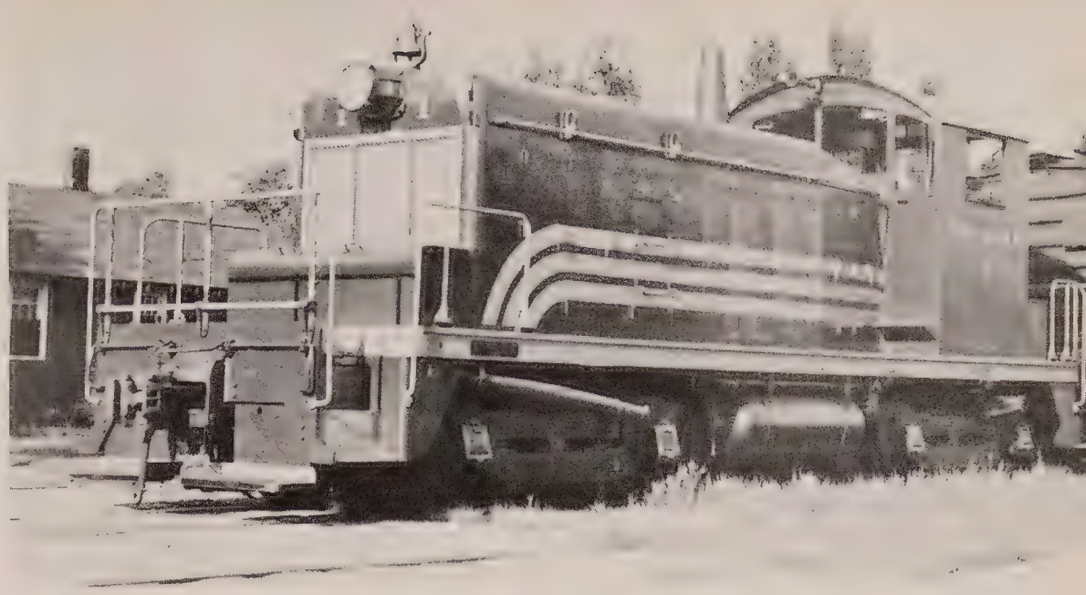
Elmer is revising his book on Kentucky lines to correspond with a new one, "Ghost Railroads of Tennessee." The "Ghost" books (he's also done one on Indiana) are classics. Elmer is one of our magazine's "Interesting Railfans."

THE QUESTION of safer locomotive cabs — a hot one these days — triggered a series of test crashes staged by the Federal Railroad Administration on the impact track at the DOT's Test Center in Pueblo, Colorado. Nine collisions were staged, starting in March and ending May 30th, designed to collect data on low-to-moderate (three to 30 mph) rear-end crashes and to determine the effect of cars climbing up the faces of locomotives and crushing the cabs.

A recent issue of the Locomotive Engineer, the Brotherhood official organ, shows photos taken on impact and after. The desired effect, that of a caboose over riding the loco, did not happen. The units used were two 1940-vintage military RS-1's — Alco 1000-hp road-switchers on six-wheel trucks that the Army used overseas. These are sturdy locos with regular-height short noses.

On impact with a heavy steel caboose and four loaded hoppers, the train, consisting of RS-1 No. 8003 and an unnumbered sister leading three loaded hoppers, totally demolished the caboose and hopper ahead of it. This caused relatively little damage to the 8003. Her nose was punched in and lifted off the frame, but her cab remained almost intact.

The impression I get from the article is that the RS-1 cab is tough. What might have been the result had the FRA used a current-style loco with a low short hood? The BLE wants safer and stronger cab structures on



Central Indiana SW-1 No. 1, built in '49, replaced Pennsy H-6 at Anderson, Ind., in '53.
Collection of Jim Edmonston

Illinois Central Gulf endcab switcher 13, former IC SW-1 No. 612, works yard at Venice, Ill. Note the seam between the "I" and "N" where a new section of hood was added. Also, note horns and position. In addition, stacks are much closer together than on any normal SW unit. No. 13 carries 8 cyl. 645 plant with 1000 hp. Rebuilt at Paducah, Ky., in '68.
Jerry Mart, 2819 Lindsey Drive, Hopkinsville, Ky. 42240

Collection of Jim Edmonston

Chicago, Burlington & Quincy No. 9150 is an early-product SW-1, with a built-up stack.

the locos of today, especially those with "chopped noses."

THE BLE also reports that the National Transportation Safety Board has urged that the new GE E60CP electrics which Amtrak bought to be held out of service pending a determination of the cause of derailment of one at Elkton, Md., last February 24th. Preliminary investigation by the Safety Board showed excessive vibratory yawing of the front truck before the accident. A previous checkup revealed such yawing at the same location on February 6th at 80 mph and on the 13th at 100 mph. The train was doing 100 when it left the rails on the 24th. GE contends that the locomotives are safe for 100-mph operation, but the Safety Board wants the vibration problem licked before the class is put into service.

BLE MEMBERS wishing to become Federal locomotive inspectors should write to Frederick G. Bremer, associate administrator, FRA, 400 7th St., Washington, D.C. 20590, for details of this opportunity.

ALLIS-CHALMERS has an Amtrak contract for diesel engines to be mounted in 36 Amtrak passenger cars for the purpose of driving generation equipment. This, in effect, would make the cars "self-supporting." No longer would they depend on a locomotive for heat, light, or electricity. The engines involved are Allis-Chalmers model D-262's, rated at 77 hp at 2400 rpm. They have six cylinders and 262 cubic-inch displacement. The Hamilton Engine Sales Co., an A-C engine dealer, will provide the equipment. Work will be done in Portland, Ore. In addition, 22 cars with engine-powered generating sets will be overhauled, with all jobs to be completed by the end of 1975.

ROY C. HUNT, 7 W. 4th Ave., Everett, Pa. 15537, drives a tank truck, works the engineers' extra board on the Everett Railroad, and is on the railroad's board of directors. Roy remembers the two Whitcomb 65-tonners on the Everett as No. 56 (builder's No. 60474) and No. 6506 b.n. 60521). The former had an extra tank on the roof for additional cooling water, and 6506 had a wide cab. Both were good locos but hard on engine heads. They were used when 2-6-2 No. 11 was out of service, also to doublehead with No. 11. All three are gone. Everett uses a GE 80-tonner.

DAVE BAILEY, 3221 D. Zuider Zee Dr., Winston-Salem, N.C. 27107, visited the N&W yard at Mullens, W. Va. (ex-Virginian) on June 15th and reports on these Trainmasters: 174 removed from service, carded for Roanoke to be shopped into a slug; 171, the famous "plug-in" loco assigned to Oak Hill, W. Va., blew a piston and will become a Roanoke slug; and 158 and 173 still working Mullens yard, although officially running out their last hours. If you want to visit Mullens, get prior permission.

IS IT an illusion or is freight picking up again? Baltimore & Ohio has been very busy in Cincinnati lately, with trains filled out again and more frequent, too. L&N's big yard at DeCoursey is full again, not just with hoppers, either. The first "Tank-Train" interconnected tank cars I've ever seen went north on B&O just recently. B&O's bright new cabooses are just about everywhere, even getting into the Folklife Festival in Washington, D.C. in mid-June (B&O 3901).

Southern is back to running heavy, although I haven't seen any more work in progress on the new Piggyback Terminal. Let's hope we return to capacity soon.

Photograph by George T. F. Rahilly, M.D.

Probably the last Shay-geared diesel. Lee Tidewater Cypress Co. operated it in Big Cypress Swamp, Fla. Rebuilt on a steam Shay chassis, it was very powerful and could run for a week on only $3 worth of fuel. Can any reader tell us what finally happened to the loco?

THE MYSTERY of Penn Central DL-600B is 6811 involved. She was re-engined with a 12-5678 prime mover from an E-8, which means she went from a 2400-to a 1200-hp locomotive. However, old Alco RSD-5 No. 6803 (2nd) was converted to a slug and permanently coupled to her, both units getting a new number, 9949.

The RSD-5 started life as Pennsy 8450. I often saw her in the Baltimore area. She lost her prime mover, had her cab boarded up and radiator assembly removed (replaced by a hood section from an RS-1), while a solid slug of concrete was poured into her for additional weight. Her traction motors get power from the ex-6811. This unique duo works as one unit on the hump at DeWitt, N.Y. I also saw a photo of her taken in Suracuse. This info comes from Jerome A. Rosenfeld, 133 Dulles Dr., Dumont, N.Y. 07628, the publisher of PC Railfan. For a photo of the 9949, see X2200 South, Jan.-Feb. 1975.

PC is still turning out converted RS-3's at DeWitt Shops, even as economy has stopped similar operations on the Santa Fe, Burlington Northern, and Southern Pacific. These locos come out of DeWitt and EMD 567's in them, de-rated from their original 1600 hp (with Alco 244's) to 1200 hp. They are commonly called "DeWitt Geeps," but more correctly RS-3m's, the "m" meaning "modified."

Reason for storage of Santa Fe F-45 and FP-45 units is engine weight. These are the road's heaviest locos. As crews are paid on an engine-weight basis, it is economical to store them (at Barstow, Calif.) and use lighter units.

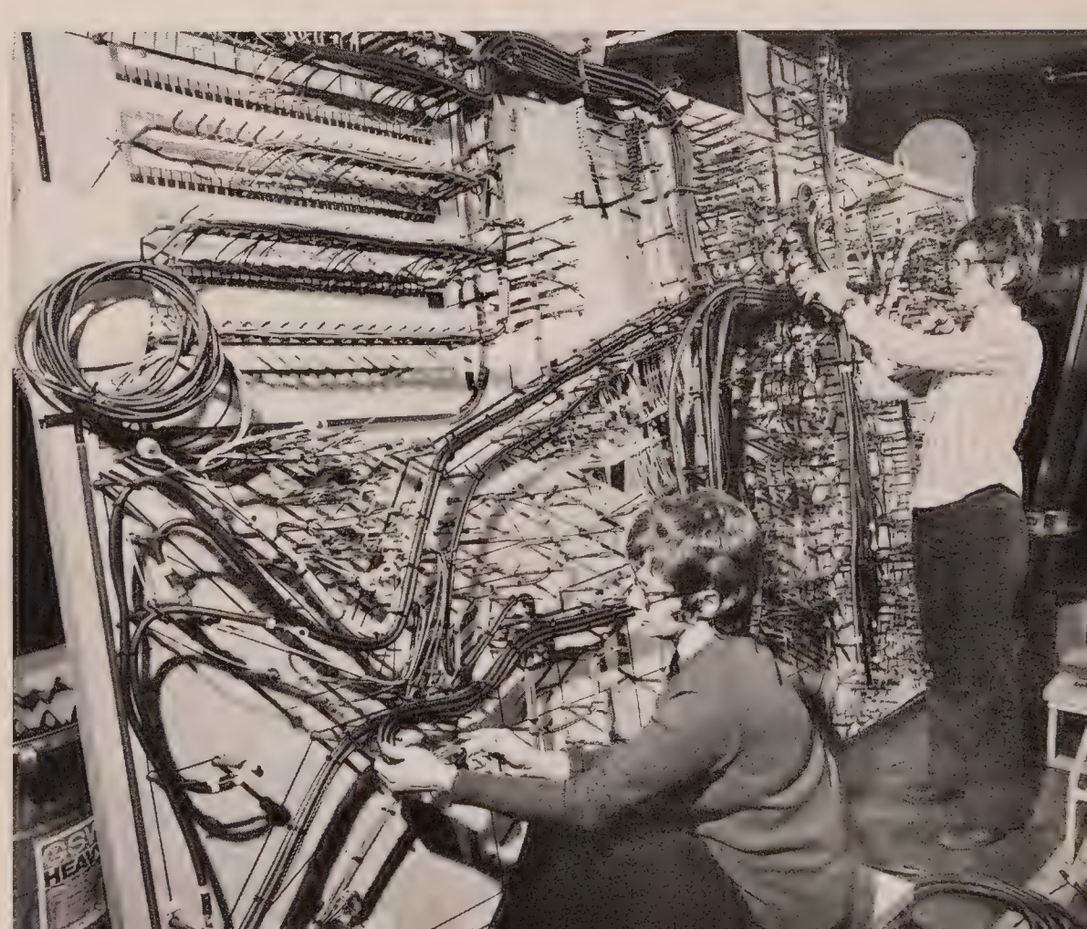
Union Pacific's 6903, one of the huge "Centennial" DDA40X's, was involved in a wreck in Cajon Pass last year. Considered a total loss, it will be scrapped, being the first of the type (built 1969) to go.

In April. 1975, PC returned the EMD and General Electric C-C units to the West Shore Line, out of Weehawken, N.J. They had not been used on this route since 1970, says Jerome Rosenfeld. Now he sees SD-35, 40, and 45 and U25-28-30 and 33C's there. So far, no Alcos. Trackwork is progressing rapidly and the 30-mph limit now in effect should improve.

CANADA reports bad news on a Baldwin DS-4-4-1000 switcher, CP Rail 7073. Her main generator failed at Vancouver on May 20th and she is stored unserviceable at Ogden with 7068. Canadian National has started retiring GP-7's (I thought they'd go on forever). CN 4803 was retired May 15th; 4402 is unserviceable. The remaining 9000s may be next.

(Top) General Motors' London, Ont., Canada, diesel division plant shown putting finishing touches on recently completed order for 50 CP Rail SD-40-2 units. Some 2,000 workers which includes welders, electricians, machinists and other technicians make their contributions, working in bays in the plant production area. The 3,000-hp diesel engines came from the Chicago area. Areas of baffling complexity to an "outsider" are the production of axle motors with 1,500 parts in each motor. (Bottom) Assemblers lay out 7,500 feet of cable for engines.

Nicholas Morant, CP Rail



Grand Trunk Western sent 4427, 4428, and 4429 to the Duluth, Winnipeg & Pacific for work-train service, but 4428 failed and so was replaced by 4433. British Columbia Ry. has leased CNR 5591, 5597, 5600, 5601, 5604, 5605, and 5610, Northern Alberta Ry. Has CNR 4150, 4330, 4332, and 4334, CNR 9467 and 9488 are under repair in Winnipeg after a derailment in Northern Ontario.

There was a chance of a C-Liner running between Ottawa and Wakefield this summer, as 4-6-2 1201 won't be ready as planned in July; but the operator nixed any type of diesel. So 4-6-0 No. 1057 was put in readiness in Toronto, with 4-6-2 No. 1201 slated for August. Possible doubleheader?

Last June 5th the order came to retire the four remaining C-Liners and the five worst-shape H-16-44's. The other twenty H-16-44's would be mothballed, pending upturn in business; but if not used by mid-1977 they'd be retired. On June 6th the order was given to retire the seven Baldwin DRS-4-4-1000's on the Esquimalt & Nanaimo. The 8009 was the last one reported operating. CP Rail will preserve H-16-44 No. 8554.

As the economy knocks off minority makes both in Canada and the U.S., we see that the only Canadian Locomotive (F-M) units left on CP Rail are the three Trainmasters at Alyth and the only Baldwins are the eight DS-4-4-1000's at Coquitlam. Nelson Shop closed on June 16th; it's forte was F-M repairs.

MISCELLANEOUS: The U.S. Army RSD-1 (RS-1 on A1A trucks) No. 1066 passed through Toronto heading for an Ohio destination, Maine Central 955 (painted over to GE 955) was headed for the Chicago area. General Motors Ltd. delivered four new SD-40-2's to Quebec, North Shore & Labrador. Bangor & Aroostook 31, sold to Dominion Steel, went to GE for overhaul. CP Rail FP-7 No. 1416, following a rock slide, was almost completely rebuilt over a 14-month period and is now back in operation.

CANADIAN MISHAPS: Freight 952 from Calgary hit a truck on June 9th, 30 miles east of Calgary, derailing all three units: SD-40's numbered 5549, 5548, and M636 No. 4730. The locos were extensively damaged.

A freak fatal accident occurred at Toronto; the Burlington-Aberdeen Turn, with FP-7A No. 1402 was giving trouble. The engineer went back to examine it, as the train kept moving under control from the cab. As he leaned out the rear door of 1402 either to check the train's progress or signal the cab, his clothing caught on the chain-link fence erected to keep GO Transit passengers off the tracks. He was pulled out of the doorway and killed.

Norfolk & Western had a derailment while running on Canadian National at Simcoe. Lead engine of the two-unit lashup plunged off a highway overpass onto the roadway and burned, killing the two men in the cab

HERE in Cincinnati, the B&O has put seven Alco S-2 switchers on the storage track with their stacks covered. They are 9033, 9118, 9120,9124, 9148, and 9182. A few are still operating, but EMD switchers and Geeps are handling more and more of the jobs. Prime reason for removal from service is smoke violations.

DAVID W. GANYARD, an associate professor of geography at Western Illinois University in Macomb, Ill., takes issue with me for "bias against General Electric" locomotives. It seems to him that I am an EMD fan to the exclusion of all else and he wants the "under dog" to be given a chance.

Well, I am neither anti-GE nor pro-EMD. GE's presence in the industry is all that saves us from a one-builder monopoly. Thus it keeps up interest in the roads that run GE's power. I like the way GE locomotives look, sound, and operate. I'd rather see more pronounced differences between models; but standardization is, of course, one of GE's selling points. Certain EMD models are more impressive. In other respects, GE captures the imagination.

However, in letters and verbally I get pros and cons on both makes. One such letter just came from Robert E. Levering, 896 Upper Mountain Rd., Lewiston, N.Y. 14092. Bob works on the Lehigh Valley, where he finds LV enginemen taking a dim view of the road's new U-23B's. Bob says there's "no comparison" with GP-38. He echoes what I have heard in many places from the fellows who work on them: "GE's are hard to get on and off of. Their doors are too narrow and their walkways too close to protruding grillwork." You walk sidewise to get by.

Bob's chief gripe is the toilet in the short nose: "You have to be a contortionist to use it." He prefers an EMD unit or an Alco 420 any time. "Those U-23B's are like going back in time to the RS-2 days."

This is typical of men who are new to GE power. On roads which bought GE units early, the complaints aren't as sharp. L&N, for instance, and SCL, seem to get along very well with GE. Here in Cincinnati, some of the C&O crews that pull GE units bad-mouth them loudly, so do a few PC fellows. Southern men despise GE's, which are rare here in the north end and never were accepted. N&W guys out here on the "end of the road" have learned to live with whatever comes in from Portsmouth, but prefer EMD.

Why doesn't GE act on these complaints and make the necessary slight changes? If GE can win the confidence of the crews, the company should profit. Certainly their locomotives are powerful enough and rugged enough. But I have seen it happen, not only on the railroad but also in the trucking industry. If an engineer or driver is assigned to a piece of equipment that he finds hard to work with it will not turn in a good day's operation. Once a class of power is given an insulting name it begins to earn the insult.

Speaking of GE, even though Southern has stored its GE C-C's, it is still taking delivery of new U-23B's. On June 26th, Nos. 3947-3948 were delivered at Ludlow, Ky., by Penn Central.

THE FINAL locomotives powered by Winto were perhaps the strangest. Really a specialty ordered by the Missouri Pacific for a specific purpose, model NW-4 had only two examples, MP 4102 and 4103. The engines were built as long-distance switchers, or road-switchers, with the standard NW body on a lengthened frame. Both units had road trucks with roller-bearing equipped axles. These trucks were salvaged from the EMC demos 511-512 of 1935.

A RAILFAN friend of mine visited Marblehead, Ohio, on a fishing trip the other day. Before he left I asked him to look up the defunct Lakeside & Marblehead, a seven-mile short line that closed in August, 1964. It had a big roster for its size' GE 70-tonners 10 and 11, EMD SW-7 No. 12, and SW-8's Nos. 13 and 14. Now, all that is left is some weedy track and an old abandoned caboose (or a boxcar with windows).

The Standard Slag Co. operates a small quarry out of the Lakeside roundhouse, using ex-L&M 14, now lettered SS 51. At one time SS had both 13 and 14, as their 50and 51, but sold No. 50 to Coors Beer at Golden, Colo. The other power was disposed of before L&M quit. Its main traffic was lime and quarry products. My buddy said fishing was much better than railfanning. Lake Erie (at least in the Marblehead area) is back from the dead!

WALLA WALLA VALLEY RR. was given a page spread in Walla Walla Union-Bulletin for May 6th. A big photo of SW-1 (Burlington Northern) 104 accompanied the text. WWV is a subsidiary of BN and operates two diesels, both BN SW-1's, Nos. 77 and 104, sublettered "WWV" on the cab. WWV was an electrified line from birth in 1906 to 1950, when it dieselized with two old Also HH-660's, Nos. 770 and 775. The latter was sold to Simon & Co., a scrap dealer of Tacoma, Wash., while 770 went to Railco Leasing of Portland. The 770 is now owned by Continental Grain Co., and has been sent to Morrison-Knudsen for rebuilding (broken crankshaft).

The NW-4 originally carried two large air reservoirs crosswise on the extended "front porch," covered by a curved cowling which looked like a huge version of the sandbox on the SW series. Later, as maintenance became necessary, the cowling was removed, leaving the air tanks exposed in much the same manner as Pennsy M-1 4-8-2's. Both units were produced in May, 1939, four months after the 567 prime mover had replaced the Winton 201-A as EMD's power plant. Obviously, MP saw a chance to get a locomotive on a "clearance sale" basis. NW-4 was rated at 900 hp, with a 12-cylindered Winton 201-A. Both lasted as built until late 1959 or early 1960, when they were scrapped. Most of their lives were spent in the area of Dupo, Illinois.

More Data on the SW-1

IN JANUARY, 1939, the new 567 prime mover was introduced to the EMD switcher line. The six-cylindered version was set in a car-body similar to the old SC and SW models; thus the famous SW-1 was born. We examined this model in a previous issue, but will do so again to keep continuity.

SW-1 has the distinction of being the longest-produced single model — from January, 1939, to November, 1953. The approximate number of units built is 615, subject to verification. The first SW-1 was Fort Worth Belt No. 1, built in January, 1939, and the last was Cleveland Quarries No. 2, built in November '53, builder's number 19304. The little switchers could be seen almost everywhere on Class I roads, short lines, and private industrial trackage. The two biggest SW-1 owners were New York Central with 103 units and Pennsy with 85. Penn Central today, of course, is the all-time champ.

The engine is easily recognized as an

EMD design by its low, rectangular hood and high, rounded end-cab. SW-1 features a single stack, centered on the hood just ahead of the cab, a half-high square radiator grill in front, and the familiar rounded sandbox under this grill on the front platform. The loco rides on B-B AAR Type A switcher trucks and weighs about 100 tons. The hood sides are without louvres (although some roads added louvres later) and have inspection doors the entire length.

As "SW" translates "600 hp, welded frame," all frames are built up, no cast frames being used. The old triple set of Winton vents are gone from the hood edges. Most locos were built with single-lens, single-beam headlights mounted above the radiator grill on the hood front, flush with the roof. A large, rectangular grid covers the front section of the roof, providing air intake. Later units got twin beam headlights, some stock, some added by the owners.

SW-1 production changes can be grouped into five different, visible periods. The first 11 months saw the short, stubby EMD stack, which almost all roads extended. The hood slanted down to the juncture with the cab in a two-stage taper. Cab windows at front and back were arched and followed the roof contour. Handrails at the front corners had two built-up stachions. This configuration continued up until the advent of World War II, when work was suspended (1942-'45).

The post-war SW-1 featured a high conical-shaped stack, the same stack EMD continued using to the present day. The heavy steel deckplate covering the frame got its corners rounded off, or "bobbed," possibly in answer to those roads which experienced injuries to switchmen from squared corners.

In April, 1949, EMD started producing SW-1's at its Cleveland plant. A couple of design changes identified the engines. The two-stage taper from hood to cab was eliminated in favor of a straight angle, while the frame lost its "corner bulges" or "falsies." These were pieces of sheet steel welded on the frame corners to "soften the blow" for those buyers who suspected that the welded frame was inferior to the cast frame. The "falsies" served no other purpose than to disguise the welded frame and closely imitate the cast one. Evidently this frill was deemed unnecessary in Cleveland.

The next change occurred in June, 1950, when cab windows were made square, evidently due to the rising cost of curved panes. The final production style of the SW-1, as noted on the last unit, had new twin sealed-beam headlight and a new version of steps.

Most SW-1's are running today, although many of those built for major roads have been sold to short lines and private owners. EMD made the most of these little fellows, paving the way for the most prolific switcher model of all time, the "big brother" NW-2, which we'll examine next month.

SEND diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

Missouri Pacific Roster

Compiled by Sy Reich — Part 2

(See roster notes in our August issue.)

Owner	Post-'62 Road Nos.	Pre-'62 Road Nos.	Post-'74 Road Nos.	HP	Builder	Bldr.'s Model	Whl Arngt	Tractive Effort	Weight	Date	Notes
T&P	1009-1014	1009-1014	————	1000	GM-EMD	NW2	B-B	61,660	246,640	1948	37
T&P	1015-1019	1015-1019	————	1000	GM-EMD	NW2	B-B	61,535	246,140	1949	37
FWB	1020	2	————	1000	GM-EMD	NW2	B-B	61,240	244,960	1946	3
MP	1021	9104	————	1000	GM-EMD	NW2	B-B	62,655	250,620	1939	3
MP	1022	9106	————	1000	GM-EMD	NW2	B-B	61,400	245,600	1941	3
MP	1023	9000	————	600	GM-EMC	SW	B-B	55,900	223,600	1937	58
KO&G	1027	1001	————	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	62,69
MI	1028	51	————	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	70
C&EI	1029-1034	120-125	————	1000	GM-EMD	NW2	B-B	60,900	243,620	1949	3,42
MP	1035	9102	————	1000	Alco	HH 1000	B-B	57,600	230,400	1939	59
MP	1036	9107	————	1000	Alco-GE	S2	B-B	57,600	230,400	1941	19
MP	1037-1041	9108-9112	————	1000	Alco-GE	S2	B-B	57,600	230,400	1943	19
MP	1042-1043	9113-9114	————	1000	Alco-GE	S2	B-B	57,600	230,400	1944	19
MP	1044-1045	9115-9116	————	1000	Alco-GE	S2	B-B	57,600	230,400	1945	19
MP	1046-1050	9128-9132	————	1000	Alco-GE	S2	B-B	57,600	230,400	1949	19,43
MP	1051-1053	9156-9158	————	1000	Alco-GE	S2	B-B	57,600	230,400	1945	19,43 52
MP	1054	9159	————	1000	Alco-GE	S2	B-B	57,600	230,400	1946	60
MP	1055-1056	9168-9169	————	1000	Alco-GE	S2	B-B	57,600	230,400	1949	19
TP-MP	1057-1058	11-12	————	1000	Alco-GE	S2	B-B	69,000	230,000	1948	43
TP-MP	1059-1060	13-14	————	1000	Alco-GE	S2	B-B	69,000	230,000	1948	43
MP	1062(1st)	9103	————	1000	Baldwin	VO 1000	B-B	60,500	242,015	1939	3
MP	1063(1st)	9117	————	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	3
MP	1064	9118	————	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	3
MP	1065	9119	————	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	3
MP	1066-1067; 1068(1st)	9120-9122	————	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1948	3
MP	1069	9123	————	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	3
MP	1070-1073	9124-9127	————	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	3
MP	1074-1078(1st); 1079; 1080(1st); 1081; 1082(1st)	9133-9141	————	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1950	3
MP	1083(1st)	9148	————	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1950	3
MP	1084-1086(1st)	9150-9152	————	1000	Baldwin	VO 1000	B-B	60,300	241,200	1944	3
MP	1087-1089(1st)	9153-9155	————	1000	Baldwin	VO 1000	B-B	60,300	241,200	1944	3
MP	1090(1st); 1091	9160-9161	————	1000	Baldwin	VO 1000	B-B	60,300	241,200	1946	3
MP	1092-1093; 1094(1st) 1095, 1096-1097(1st)	9162-9167	————	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	3
UR(Mfs)	1098-1099	9198-9199	————	1000	Baldwin	VO 1000	B-B	60,300	241,200	1945	3
TP-MP	1061	————	————	1500	Alco-GE	RS-2	B-B	61,185	244,740	1948	40,55
MP	1062-1063(2nd)	————	————	1600	Alco	RS-3	B-B	60,460	241,840	1955	40,55
MI	1064	————	————	1500	Alco-GE	RS-2	B-B	58,375	233,500	1949	40,55
MI	1065	————	————	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	40,55
MI	1066	————	————	1600	Alco	RS-3	B-B	60,360	241,440	1955	40,55
MI	1067	————	————	1600	Alco-GE	RS-3	B-B	60,360	241,440	1952	40,55
MP	1068(2nd)	————	————	1600	Alco	RS-3	B-B	60,460	241,840	1955	40,55
MI	1069	————	1069	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	40
MI	1070	————	1070	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	40
TP-MP	1071	————	————	1600	Alco	RS-3	B-B	61,185	244,740	1956	40,55
MI	1072-1073	————	1072-1073	1600	Alco	RS-3	B-B	60,360	241,440	1954	40
MP	1074-1078 (2nd)	————	—, 1075-1076(2nd); —, 1078(2nd);	1600	Alco	RS-3	B-B	60,460	241,840	1955	40,55
MI	1079	————	1079	1600	Alco	RS-3	B-B	60,360	241,440	1955	40
MP	1080(2nd)	————	1080(2nd)	1600	Alco	RS-3	B-B	60,460	241,840	1955	40
MI	1081	————	————	1600	Alco	RS-3	B-B	60,360	241,440	1955	40,55
MP	1082-1090 (2nd)	————	1082-1084 (2nd); —; 1086-1087(2nd); —, 1090(2nd)	1600	Alco	RS-3	B-B	61,050	244,200	1955	40,55
MI	1091	————	————	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	40,55
MI	1092	————	————	1600	Alco	RS-3	B-B	60,360	241,440	1955	40,55
MI	1093	————	————	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	40,55
MP	1094(2nd)	————	————	1600	Alco	RS-3	B-B	61,050	244,200	1955	40,55
MI	1095	————	————	1600	Alco-GE	RS-3	B-B	60,360	241,400	1953	40,55
MP	1096-1097 (2nd)	————	1096(2nd); ————	1600	Alco	RS-3	B-B	61,050	244,200	1955	40,55
MP	1100-1119	————	1100-1119	1200	GM-EMD	SW1200	B-B	61,525	246,100	1963	
MP	1120-1125	————	1120-1125	1200	GM-EMD	SW1200	B-B	61,525	246,100	1963	
MP	1126-1133	————	1126-1133	1200	GM-EMD	SW1200	B-B	61,860	247,440	1964	
MP	1134-1151	————	1134-1151	1200	GM-EMD	SW1200	B-B	62,190	248,760	1966	
MP	1152-1166	————	1152-1166	1200	GM-EMD	SW1200	B-B	61,895	247,580	1965	
MP	1175-1189	————	1175-1189	1200	GM-EMD	SW1200	B-B	61,860	247,440	1964	
MP	1190-1199	————	1190-1199	1200	GM-EMD	SW1200	B-B	62,530	250,120	1963	
MP	1200-1201	————	1253-1254(2nd)	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
C&EI	1202-1207	126-131	—, —, —, 1205-1207	1200	GM-EMD	SW7	B-B	60,870	243,480	1950	71
CHTT	1208-1209	132-133	1208-1209	1200	GM-EMD	SW7	B-B	60,720	242,890	1950	
MP	1210-1214	9142-9146	1210-1214	1200	GM-EMD	SW7	B-B	61,650	246,610	1950	
T&P	1215-1218	1020-1023	1215, 1202-1204	1200	GM-EMD	SW7	B-B	61,715	246,860	1950	
T&P	1219-1223	1024-1028	1219-1223	1200	GM-EMD	SW9	B-B	61,755	247,020	1951	
T&P	1224-1231	1029-1036	1224-1231	1200	GM-EMD	SW9	B-B	61,755	247,020	1951	
MP	1232-1248	9170-9186	1232-1248	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
MP	1249-1252; 1253(1st)	9187-9191	1249-1251; 1216-1217	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
MP	1254 (1st)	————	1218	1200	GM-EMD	SW9	B-B	61,650	246,610	1952	45
MP	1255-1259	————	1255-1259	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
MP	1260(2nd)	————	1260(2nd)	1200	GM-EMD	SW1200	B-B	61,635	246,540	1954	45
MP	1261(2nd)	————	1261(2nd)	1200	GM-EMD	SW1200	B-B	61,635	246,540	1955	45
MP	1262(2nd)	————	1262(2nd)	1200	GM-EMD	SW1200	B-B	61,635	246,540	1955	45
MP	1263-1264(2nd)	————	1263-1264(2nd)	1200	GM-EMD	SW1200	B-B	61,900	247,600	1964	
MP	1265-1268(2nd)	————	1265-1268(2nd)	1200	GM-EMD	SW1200	B-B	61,645	246,580	1965	
MP	1269-1274(2nd)	————	1269-1274(2nd)	1200	GM-EMD	SW1200	B-B	61,645	246,580	1965	
MP	1275-1279(2nd)	————	1275-1279(2nd)	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
T&P	1280-1299	————	1280-1299	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	

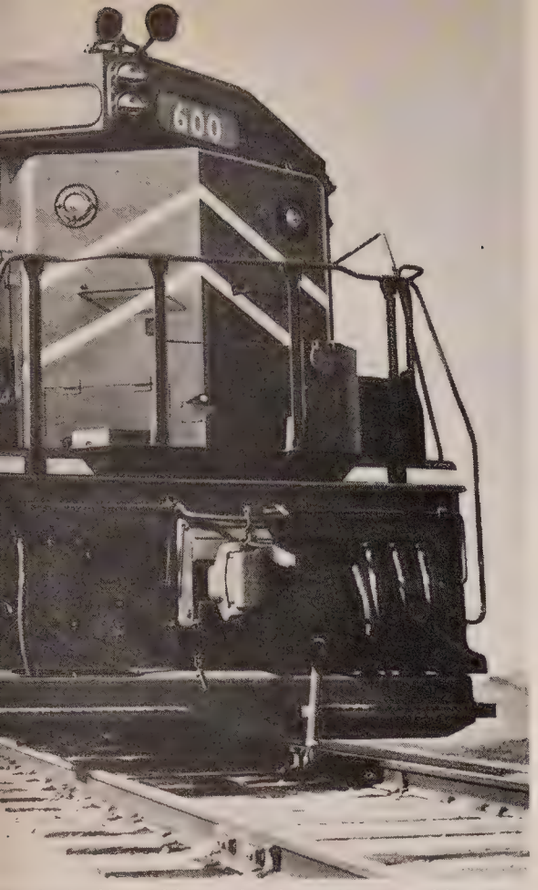
Owner	Post-'62 Road Nos.	Pre-'62 Road Nos.	Post-'74 Road Nos.	HP	Builder	Bldr.'s Model	Whl Arngt	Tractive Effort	Weight	Date	Notes
MP	1260-1271(1st)	9200-9211	———	1200	BLHW	S-12	B-B	58,900	235,600	1951	3
MP	1272-1279(1st)	9212-9219	———	1200	BLHW	S-12	B-B	60,250	241,000	1951	3
MP	1280-1286	9220-9226	———	1200	BLHW	S-12	B-B	59,505	238,020	1952	3
MP	1287-1289	9227-9229	———	1200	BLHW	S-12	B-B	59,505	238,020	1952	3
MP	1290-1292	9230-9232	———	1200	BLHW	S-12	B-B-	59,505	238,020	1952	3
MP	1293-1299	9233-9239	———	1200	BLHW	S-12	B-B	60,510	242,050	1953	3
A&S	1500-1505	———	1500-1505	1500	GM-EMD	SW1500	B-B	41,700	265,000	1969	
A&S	1506-1511	———	1506-1511	1500	GM-EMD	SW1500	B-B	41,700	265,000	1970	
A&S	1512-1517	———	1512-1517	1500	GM-EMD	SW1500	B-B	41,700	265,000	1971	
MP	1518-1521	———	1518-1521	1500	GM-EMD	SW1500	B-B	65,290	261,160	1972	
MP	1530-1534	———	1530-1534	1500	GM-EMD	MP15	B-B	66,700	266,800	1974	
NO&LC	1650	3003	———	165	Plymouth	JDT-18	B	9,000	36,000	1957	72
MP	1808	———	———	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	3,44, 27
MP	1819,1822	———	———	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	3,27, 44
C&EI	1824	———	———	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	20,27,
MP	1830	———	———	1500	GM-EMD	F7A	B-B	60,500	242,000	1949	3,27, 44
MP	1837-1839	———	———	1500	GM-EMD	F7A	B-B	60,500	242,000	1949	3,27, 44
MP	1842	———	———	1500	GM-EMD	F7A	B-B	57,810	231,250	1951	3,27,
TP-MP	1848	———	———	1500	GM-EMD	F7A	B-B	60,325	241,300	1950	3,27, 44
T&P	1850-1860	———	———	1500	GM-EMD	F7A	B-B	58,580	234,320	1949	3,44, 27,55
T&P	1862, 1864 1866, 1869	———	———	1500	GM-EMD	F7A	B-B	58,580	234,320	1949	3,27, 44
T&P	1875, 1879-1880, 1882-1885	———	———	1500	GM-EMD	F7A	B-B	58,765	235,060	1950	3,27, 44
T&P	1887-1888, 1890-1892, 1896, 1898, 1900-1902, 1905-1907	———	———	1500	GM-EMD	F7A	B-B	58,525	234,100	1951	3,27, 44
T&P	1909-1911, 1913, 1915-1917, 1919, 1921-1924, 1930	———	———	1500	GM-EMD	F7A	B-B	58,525	233,100	1951	3,27, 44
T&P	1931-1932	———	———	1500	GM-EMD	F7A	B-B	57,935	231,740	1952	3,27, 44
C&EI	1941	———	———	1500	GM-EMD	FP7A	B-B	61,240	244,960	1949	3,44
MP	2400	3000(1st)	———	175	Plymouth	ML6	B	15,000	60,000	1931	19
MP	2401	3004(1st)	2401	240	Plymouth	JDT-25	B	12,500	50,000	1961	
MP	3500-3501	800-801(1st)	———	350	GE	44ton	B-B	21,955	87,830	1941	19,52
MP	3502-3503	811,814(1st)	———	350	GE	44-ton	B-B	21,955	87,830	1942	52
MP	3504	802(1st)	———	350	Porter	44-ton	B-B	21,955	87,830	1941	19
MP	3505	804(1st)	———	350	Whitcomb	44-ton	B-B	21,955	87,830	1940	19
C&EI	6000-6001	98-99	———	600	GM-EMD	SW1	B-B	48,310	193,240	1941	73
UT	6005	5	———	600	GN-EMC	SW	B-B	50,400	201,610	1938	47
SJB	6006	10	———	600	GM-EMC	SW	B-B	50,400	201,610	1938	19
SJB	6007	11	———	600	GM-EMC	SW	B-B	50,400	201,610	1937	47
SJB	6008	12	———	600	GM-EMD	SW1	B-B	48,010	192,050	1947	3
MP	6009	9003	———	600	GM-EMC	SW	B-B	50,930	203,720	1937	19
MP	6010-6011	9004-9005	———	600	GM-EMC	SW1	B-B	50,410	201,635	1939	3
MP	6012	9006	———	600	GM-EMD	SW1	B-B	49,655	198,630	1940	44
MP	6013	9011	———	600	GM-EMD	SW1	B-B	49,655	198,630	1941	44
MP	6014-6016	9016, 9018-9019	———	600	GM-EMC	SW1	B-B	50,410	201,635	1939-1940	44
MP	6017	9020	———	600	GM-EMC	SW1	B-B	49,565	198,260	1939	44
FWB	6018	1	———	600	GM-EMC	SW1	B-B	49,900	199,600	1939	44
MP	6600-6601	9007-9008	———	660	Alco-GE	S1	B-B	57,600	230,400	1940	19
TP-MP	6602	3	———	660	Alco-GE	S1	B-B	59,850	199,500	1940	19
TP-MP	6603	4	———	660	Alco-GE	S1	B-B	59,400	198,000	1941	48
NO&LC	6604-6606	9013-9015	———	660	Alco-GE	S1	B-B	49,400	198,000	1947	49
UR(Mfs)	6610-6611	9090-9091	———	660	Baldwin	VO 660	B-B	49,165	196,660	1942	3
MP	6612	9009	———	660	Baldwin	VO 660	B-B	50,800	203,200	1940	3
MP	6613	9012	———	660	Baldwin	VO 660	B-B	57,600	230,400	1941	3
T&P	8000-8007	811-818	8000-8007	800	GM-EMD	SW8	B-B	57,950	231,800	1952	

MP System Roster After 1974 Renumbering

Owner	Post-'74 Road Nos.	Pre-'74 Road Nos.	HP	Builder	Bldrs. Model	Wheel Arngt	Tract. Effort	Weight	Date	Notes
MP	68(2nd); 70-73 (2nd); 76-78(2nd)	68(2nd); 70-73 (2nd); 76-78(2nd)	1800	Alco Pr.	RS-11	B-B	61,890f	247,560	1959	12
C&EI	81	81	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	
C&EI	82	82	1500	GM-EMD	GP-7	B-B	64,010	256,040	1950	
C&EI	83-85(2nd)	83-85(2nd)	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	
C&EI	86-87	86-87	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	
C&EI	88-91	88-91	1500	GM-EMD	GP7	B-B	62,634	250,575	1951	
T&P	110-116	110-116	1500	GM-EMD	GP7	B-B	62,270	249,080	1950	27
MP	131-135	131-135	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	27
MP	136,138	136,138	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	27
MP	139-156	139-156	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	27
MP	158-162	158-162	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	27
MP	163-164	163-164	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	27
MP	165	165	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	27
MP	167-169	167-169	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	27
MP	295-298	295-298	1500	GM-EMD	GP7	B-B	63,750	255,000	1950	27
MI	1069	1069	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	40
MI	1070	1070	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	40
MI	1072-1073	1072-1073	1600	Alco	RS-3	B-B	60,360	241,440	1954	40
MP	1075-1076(2nd); 1078(2nd)	1075-1076(2nd); 1078(2nd)	1600	Alco	RS-3	B-B	60,460	241,840	1955	40
MI	1079	1079	1600	Alco	RS-3	B-B	60,360	241,440	1955	40
MP	1080(2nd)	1080(2nd)	1600	Alco	RS-3	B-B	60,460	241,840	1955	40
MP	1082-1084(2nd); 1086-1087(2nd); 1090(2nd)	1082-1084(2nd); 1086-1087(2nd); 1090(2nd)	1600	Alco	RS-3	B-B	61,050	244,200	1955	40
MP	1096(2nd)	1096(2nd)	1600	Alco	RS-3	B-B	61,050	244,200	1955	40
MP	1100-1119	1100-1119	1200	GM-EMD	SW1200	B-B	61,525	246,100	1963	
MP	1120-1125	1120-1125	1200	GM-EMD	SW1200	B-B	61,525	246,100	1963	
MP	1126-1133	1126-1133	1200	GM-EMD	SW1200	B-B	61,525	246,100	1964	
MP	1134-1151	1134-1151	1200	GM-EMD	SW1200	B-B	62,190	248,760	1966	
MP	1152-1166	1152-1166	1200	GM-EMD	SW1200	B-B	61,895	247,580	1965	
MP	1175-1189	1175-1189	1200	GM-EMD	SW1200	B-B	61,860	247,440	1964	
MP	1190-1199	1190-1199	1200	GM-EMD	SW1200	B-B	62,530	250,120	1963	
T&P	1202-1204	1216-1218	1200	GM-EMD	SW7	B-B	61,715	246,860	1950	
C&EI	1205-1207	1205-1207	1200	GM-EMD	SW7	B-B	60,870	243,480	1950	
CHTT	1208-1209	1208-1209	1200	GM-EMD	SW7	B-B	60,720	242,890	1950	
MP	1210-1214	1210-1214	1200	GM-EMD	SW7	B-B	61,650	246,610	1950	
T&P	1215	1215	1200	GM-EMD	SW7	B-B	61,715	246,860	1950	
MP	1216-1217	1252; 1253(1st)	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
MP	1218	1254(1st)	1200	GM-EMD	SW9	B-B	61,650	246,610	1952	45

TP 600 heads two-unit job hauling tri-level new

MP GP-38 No. 2006 with 2000-hp, re-painted with four-digit numbers (old 852-959 series) at St. Louis barn in Sept. '74.



uto-train No. 122 not far from Kansas City, Mo.
Missouri Pacific Lines

Three GP-35's Nos. 600-602 part of subsidiary Texas Pacific fleet of locomotives.

Owner	Post-'74 Road Nos.	Pre-'74 Road Nos.	HP	Builder	Bldrs. Model	Wheel Arngt	Tract. Effort	Weight	Date	Notes
T&P	1219-1223	1219-1223	1200	GM-EMD	SW9	B-B	61,755	247,020	1951	
T&P	1224-1231	1224-1231	1200	GM-EMD	SW9	B-B	61,755	247,020	1951	
MP	1232-1248	1232-1248	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
MP	1249-1251	1249-1251	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
MP	1253-1254(2nd)	1200-1201	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
MP	1255-1259	1255-1259	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
MP	1260(2nd)	1260(2nd)	1200	GM-EMD	SW1200	B-B	61,635	246,540	1954	45
MP	1261(2nd)	1261(2nd)	1200	GM-EMD	SW1200	B-B	61,635	246,540	1955	45
MP	1262(2nd)	1262(2nd)	1200	GM-EMD	SW1200	B-B	61,635	246,540	1955	45
MP	1263-1264(2nd)	1263-1264(2nd)	1200	GM-EMD	SW1200	B-B	61,900	247,600	1964	
MP	1265-1268(2nd)	1265-1268(2nd)	1200	GM-EMD	SW1200	B-B	61,645	246,580	1965	
MP	1269-1274(2nd)	1269-1274(2nd)	1200	GM-EMD	SW1200	B-B	61,645	246,580	1965	
MP	1275-1279(2nd)	1275-1279(2nd)	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
T&P	1280-1299	1280-1299	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
A&S	1500-1505	1500-1505	1500	GM-EMD	SW1500	B-B	41,700	265,000	1969	
A&S	1506-1511	1506-1511	1500	GM-EMD	SW1500	B-B	41,700	265,000	1970	
A&S	1512-1517	1512-1517	1500	GM-EMD	SW1500	B-B	41,700	265,000	1971	
MP	1518-1521	1518-1521	1500	GM-EMD	SW1500	B-B	65,290	261,160	1972	
MP	1530-1534	1530-1534	1500	GM-EMD	MP15	B-B	66,700	266,800	1974	
MP	1535-1544	———	1500	GM-EMD	MP15	B-B	66,565	266,300	1974	
MP	1600-1625	170-195	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	27
MP	1626	257(2nd)	1500	EM-EMD	GP7	B-B	63,750	255,000	1951	10,27
T&P	1627	118	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	27
T&P	1628-1633	119-124	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	27
CHTT	1634	94	1500	GM-EMD	GP7	B-B	62,690	250,535	1951	25
C&EI	1635-1636	95-96	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	
T&P	1637-1640	97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	27,62
T&P	1641-1644	125-127,129	1500	GM-EMD	GP7	B-B	61,135	244,540	1952	27
MP	1645-1649	202-206(2nd)	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	27
MP	1650(2nd); 1651-1679	207-208(2nd); 209-224; 226-237	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	27
MP	1680	238	1500	GM-EMD	GP7	B-B	63,750	255,000	1952	27
MP	1681	239	1500	GM-EMD	GP7	B-B	63,750	255,000	1952	27
MP	1682-1687	196-200; 201(2nd)	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	27
T&P	1688-1689	101-102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	27,62
T&P	1690-1692	103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	27,62
T&P	1693-1696	106-109	1500	GM-EMD	GP7	B-B	61,490	245,950	1953	26,27
MP	1697-1718	240-256,258-262	1500	GM-EMD	GP-7	B-B	60,690	242,760	1953	27
MP	1719-1721	263-265	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	27
MP	1722-1724	266-268	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	27
MP	1725	157(2nd)	1500	GM-EMD	GP7	B-B	60,690	242,760	1953	10,27
MP	1726-1727	269-270	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	1728-1732	271-273,275-276	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	1733	277	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	1734-1749	279-294	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	1750-1752	300;301-302(2nd)	1500	GM-EMD	GP7	B-B	66,000	264,000	1950	28
MP	1753	332(3rd)	1500	GM-EMD	GP7	B-B	63,759	255,000	1950	27,54
MP	1754-1756	303-305(2nd)	1500	GM-EMD	GP7	B-B	66,000	264,000	1951	28
MP	1757-1759	306-308(2nd)	1500	GM-EMD	GP7	B-B	66,000	264,000	1951	28
MP	1760-1766	309-315(2nd)	1500	GM-EMD	GP7	B-B	66,000	264,000	1952	28
MP	1767-1768	316-317(2nd)	1500	GM-EMD	GP7	B-B	66,000	264,000	1952	28
MP	1769-1770	318-319(2nd)	1500	GM-EMD	GP7	B-B	65,600	262,400	1953	28
MP	1771-1772	320-321(2nd)	1500	GM-EMD	GP7	B-B	65,600	262,400	1953	28
MP	1773-1777	322-326(2nd)	1500	GM-EMD	GP7	B-B	65,600	262,400	1953	28
MP	1778-1782	327-331(2nd)	1500	GM-EMD	GP7	B-B	65,600	262,400	1954	28
MP	1783	333(2nd)	1500	GM-EMD	GP7	B-B	66,000	264,000	1954	28
MP	1784-1785	334-335(2nd)	1500	GM-EMD	GP7	B-B	66,000	264,000	1954	28
MP	1786	336(2nd)	1500	GM-EMD	GP7	B-B	65,600	262,400	1954	28
MP	1787-1825	346-354(2nd); 356-385(2nd)	1750	GM-EMD	GP9	B-B	60,750	243,000	1955	28
C&EI	1826-1827	340-341	1750	GM-EMD	GP9	B-B	61,480	245,600	1956	
T&P	1837-1841	551,553-556	1750	GM-EMD	GP9	B-B	61,770	247,080	1957	28
T&P	1842-1849	557-564	1750	GM-EMD	GP9	B-B	61,625	246,500	1959	28
T&P	1850-1854	500-504	1800	GM-EMD	GP18	B-B	61,630	246,520	1960	29
MP	1855-1878	505-506(2nd); 508-522(2nd); 524-530(2nd)	1800	GM-EMD	GP18	B-B	61,625	246,500	1960	30
MP	1879-1881	531-533(2nd)	1800	GM-EMD	GP18	B-B	64,190	256,750	1962	31
MP	1882-1895	534-539(2nd); 541-546(2nd); 548-549(2nd)	1800	GM-EMD	GP18	B-B	64,100	256,400	1962	31
MP	1896	550(2nd)	1800	GM-EMD	GP18	B-B	64,545	258,180	1963	
MP	1900-1944	400-422,424,426-446	1800	GM-EMD	GP18	B-B	63,650	254,600	1962	
MP	1945-1975	447-458,460-462, 464-466,468-480	1800	GM-EMD	GP18	B-B	64,100	256,400	1962	
MP	1976-1994	481-487;488-499(2nd)	1800	GM-EMD	GP18	B-B	64,235	256,940	1962-3	
T&P	2000-2001	850-851(2nd)	2000	GM-EMD	GP28	B-B	65,825	263,300	1964	65
MP	2002-2006	852-856	2000	GM-EMD	GP38	B-B	65,780	263,120	1966	65
MP	2007	857	2000	GM-EMD	GP38	B-B	64,975	259,920	1967	65
MP	2008	630	2500	GM-EMD	GP35	B-B	64,450	257,800	1965	74
MP	2009-2053	858-902	2000	GM-EMD	GP38-2	B-B	67,240	268,960	1972	
MP	2054-2063	903-912	2000	GM-EMD	GP38-2	B-B	66,800	267,200	1972	
MP	2064-2073	913-922	2000	GM-EMD	GP38-2	B-B	66,800	267,200	1972	
MP	2074-2083	923-932	2000	GM-EMD	GP38-2	B-B	66,600	266,420	1973	
MP	2084-2100	933-934;935-943(2nd); 944-946(3rd); 947-949(2nd)	2000	GM-EMD	GP38-2	B-B	66,600	266,420	1973	
MP	2101-2110	950-955(2nd); 956-959	2000	GM-EMD	GP38-2	B-B	66,600	266,420	1973	
MP	2111-2120	———	2000	GM-EMD	GP38-2	B-B	66,310	265,240	1974	
MP	2250-2256	668-674	2250	GE	U23B	B-B	66,310	265,240	1973	
MP	2257-2267	———	2250	GE	U23B	B-B	66,250	265,000	1974	
MP	2401	2401	240	Plymouth	JDT-25	B	12,500	50,000	1961	
T&P	2500-2513	600-614	2500	GM-EMD	GP35	B-B	64,700	258,800	1964	
MP	2514-2522	616-624	2500	GM-EMD	GP35	B-B	64,700	258,800	1964	
MP	2523-2536	625-626(2nd); 627-629,631-639	2500	GM-EMD	GP35	B-B	64,450	257,800	1965	
T&P	2537-2546	640-649	2500	GM-EMD	GP35	B-B	64,450	257,800	1965	
C&EI	2547	650	2500	GM-EMD	GP35	B-B	61,870	247,480	1964	
C&EI	2548-2549	651-652	2500	GM-EMD	GP35	B-B	61,845	247,380	1964	
C&EI	2550-2559	653-662	2500	GM-EMD	GP35	B-B	61,855	247,320	1964	
C&EI	2560-2564	663-667	2500	GM-EMD	GP35	B-B	61,850	247,415	1964	
MP	3000-3001(2nd); 3002-3003; 3004(2nd); 3005-3019	700-719(2nd)	3000	GM-EMD	SD40	C-C	97,475	389,910	1967	
MP	3020-3033	720-733(2nd)	3000	GM-EMD	SD40	C-C	96,955	387,900	1968	
MP	3034-3053	734-746(2nd); 747-753	3000	GM-EMD	SD40	C-C	98,130	392,520	1969	
MP	3054-3069	754-764; 765-769(2nd)	3000	GM-EMD	SD40	C-C	97,850	391,400	1970	
MP	3070-3089	770-789(2nd)	3000	GM-EMD	SD40	C-C	97,880	391,520	1971	
MP	3090-3114	790-799(2nd); 800-814(3rd)	3000	GM-EMD	SD40-2	C-C	98,100	392,400	1973	
T&P	3115-3138	816-839	3000	GM-EMD	SD40-2	C-C	?	?	?	
MP	3139-3149	———	3000	GM-EMD	SD40-2	C-C	97,810	391,240	1974	
C&EI	3150-3163	———	3000	GM-EMD	SD40-2	C-C	?	?	1974	
MP	3300-3305	1-6	3000	GE	U30C	C-C	97,000	388,000	1968	
MP	3306-3309	7-10	3000	GE	U30C	C-C	97,900	391,600	1969	
T&P	3310-3313	11-14	3000	GE	U30C	C-C	?	?	1970	
MP	3314-3318	15-19(2nd)	3000	GE	U30C	C-C	97,950	391,800	1971	
MP	3319-3323	20-24(2nd)	3000	GE	U30C	C-C	97,445	389,780	1972	
MP	3324-3328	25-28(2nd); 29	3000	GE	U30C	C-C	97,710	390,850	1973	
T&P	3329-3334	———	3000	GE	U30C	C-C	?	?	1974	
T&P	8000-8007	8000-8007	800	GM-EMD	SW8	B-B	57,950	231,800	1952	

STEVE MAGUIRE'S

TRANSIT TOPICS

SIXTY years ago on June 22nd, the Brooklyn Rapid Transit Co. made its initial run from Coney Island to Chambers Street, marking the line's first subway link between Brooklyn and Manhattan. Today, that railroad, now the BMT, is a vital part of the network operated by New York's Metropolitan Transportation Authority.

At first it was tough going. The original line had been in service a mere three years when it went into receivership; but it was reorganized in 1923 as the Brooklyn-Manhattan Transit. Actually, BMT history goes back farther than 60 years. In a sense, it can be traced back to 1862, when Brooklyn was still an independent city and steam railroads began catering to local transit needs. As the 1900s rolled around, both the Interborough Rapid Transit and the BRT were in operation.

For years, BMT was THE line for millions of fun-loving New Yorkers who visited Coney Island to enjoy its white sandy beach and amusement rides and eat Nathan's hot dogs. Also the baseball fans who'd go to Ebbets Field to cheer Brooklyn's famous "Bums" with the encouraging chant, "Wait till next year!" And the guys and gals who preferred Prospect Park, with its Zoo and the boating on its lake or Brooklyn Museum and the serenely beautiful Japanese Garden adjoining it.

They rode on open-air trains and trolley cars for 5 cents a ride. BMT also served Manhattan-bound Brooklynites who wanted to spend an evening on "The Great White Way," using special theater cars to see such

(Top) In the good old summer time. This gem shows the Clifford of Brooklyn, Bath & Coney Island R.R. hooked on to one of the line's open cars many years ago. (Bottom) Early 20th Century shot of guys and gals leaving cars at Coney Island for fun and frolic by the sea.

Photographs from Metropolitan Transportation Authority

Broadway productions as the Ziegfeld Follies, Earl Carrol's Vanities, and John Barrymore's "Hamlet." In 1931, Mayor Jimmy Walker operated the first train through the last section of the BMT to be built, namely, the Nassau Street loop.

Under Chairman Gerald Dahl's direction, the BMT scored a number of impressive firsts, such as the first steel Standard A type car, 67 feet long by 10 feet wide, which set the dimensions for future subway systems. It also had the first Triplex or D type car, which had three car bodies mounted on four trucks for greater flexibility, and it later developed lightweight cars.

Late in 1933, BMT signed a contract with Budd Company to build an experimental lightweight, stainless-steel car, named "The Zephyr." This car was so far ahead of its time that not until 10 years ago was its basic design used for other systems. BMT also created the aluminum multi-section "Green Hornet," built by Pullman-Standard, and the "Bluebird" built by Clark.

The City bought the line in 1940, eliminated its "L" services, and merged much of the BMT lines with the IND Division to increase capacity, flexibility, and efficiency of the expanded system. Over the last three years a new concept of cars has been

introduced on the BMT-IND lines, offering high-speed, airconditioned comfort for riders. An even more advanced car is now being delivered. The rapid transit system also is linking up with new lines to the Borough of Queens through the 63rd Street tunnel.

But for some, BMT will remain in memory as the Brooklyn of old, when you could ride the open cars and trolleys to Coney, or go out to cheer the Dodgers — and buy a beer for a nickel.

FEAR of riding the subway is sufficient reason for quitting a job and applying for unemployment insurance, according to the N.Y. State Court. The state's highest court reversed the Appellate Division of state Supreme Court and said that Ellen Aronson of Manhattan was entitled to jobless benefits.

She commuted daily from lower Manhattan to her job at Montefiore Hospital in the upper Bronx. Within a five-month period she was attacked three times on the subway, being jabbed, smashed, and kicked. Persons who worked with the woman said that before leaving the job she became hysterical and changed from an easy-going to an irritable worker.

NEW YORK'S rapid transit mileage continues to shrink as the MTA follows its senseless policy of phasing out old routes and replacing them with inefficient, polluting buses on congested streets, laments Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. The past four years witnessed the demise of the city's last true elevated railways — i.e., those operated entirely above ground.

First to go was the Myrtle Avenue route, which ran between Brooklyn and Metropolitan Avenue in Queens, using rebuilt wooden cars. This line was built in the late 1880s and originally operated with Forney steam locomotives until it was electrified in 1902. Second casualty was the Bronx portion of the Third Avenue El, which ran the entire distance to lower Manhattan until 1955, when it was cut back to 149th Street. Having been a later extension of the original route, it had been built with stronger materials and could accommodate larger and heavier rolling stock.

At last came the Culver shuttle, a two-mile elevated line between 39th Street and Ditmas Avenue in Brooklyn. Once it had open-platform wooden cars and a combination of elevated and grade-level operation, using trolley poles at certain segments. But after World War I, subways gradually supplanted it, except for one short segment. It had a special interest for rapid transit fans because it operated over an old el structure built for three tracks but eventually reduced to one. A single three-car train shuttled forlornly back and forth on the remaining iron until that, too, was eliminated last May 10th.

MANY items of hardware from the New York subway and elevated lines and the Long Island Rail Road, taken from old scrapped equipment, remain on sale at the Roll Sign Store of the Branford Electric Railway Museum in Connecticut. Included are roll signs, controller handles, whistles, and air gages. The heavier items will be delivered free to buyers in the New York metropolitan area. For details write BERA, P.O. Box 457, Short Beach, Conn. 06405.

A REPORT in our May issue that the body of ex-Hamilton, Ont., streetcar 521 was restored at Hamiton last year is denied by Ron Cooper, 89 Seminole Ave., Scarborough, Ont., Canada, M1J 1N3. Instead, the body was left outside, where vandals stole its brass fittings and broke many windows. Now at the museum at Delson, efforts are being made to make it look presentable.

RENEWED interest in light rail systems has led three cities in Western Canada to plan such networks. These are Vancouver, Calgary, and Edmonton. The last-named, with over a half-million population, wants a 5-mile line to run in time for the 1978 Commonwealth Games, serving the Games and a residential section beyond. It would utilize an existing railroad right-of-way for most of the distance.

Edmonton has ordered 14 light rail cars, costing $7.7 million, for a new rapid transit line to its northeast area. The low bidder was Siemens Canada Ltd., which, along with Duwag Co. of Dusseldorf, Germany, will build them. Some component parts will be made in Canada, but the chassis in Germany.

Vancouver, with over a million population, plans for a pre-Metro light rail system that could be converted in the future to full rapid transit. There would be two routes from downtown, each about 15 miles, to follow generally the now-abandoned interurban right-of-way of the British Columbia Electric. The lines would enter a subway downtown and terminate at a planned intermodal transport center. Calgary, with less than a half-million inhabitants, is buying land for the hoped-for installation of a light rail system in the southern and northwestern parts of the city. A final decision has not yet been made, but plans anticipate peak loads of 18,000 and 12,000 riders on the two proposed routes.

HERMAN RINKE, vice president of the Electric Railroaders Assn., after reading our note in June Transit Topics asking the status of the Toronto historical volume to be sent to ERA members for the year 1971 (not 1972), says it has been at the printers for more than a year. An unfortunate sequence of events caused the delay. Among these were the fact that the proprietor of the Gazette Press in Yonkers, N.Y., was elected mayor, so he had to give precedence to election material and then inaugural printing. The 50-year history of Toronto Transit should be ready by the time you read these words. We will give more details when we get a review copy. The ERA's mailing address is 145 Greenwich St., New York, N.Y. 10006.

FORT WORTH, Texas: the Leonard department store, that built a mile-long trolley subway from a parking lot on the Trinity River directly into the store basement, has sold the business and the trolley line to Dillard's, subsidiary of Tandy Corp.,

Shore Line Electric Ry. No. 2 on run from Niantic at Henry Issac's ice cream parlor and trolley depot, Chapman Beach, Conn., about 1917.

Collection of late Charles F. Munger, Jr.

Dillard's Metroliner gives parking lot crowd service to store at Ft. Worth, Texas, in '75.

John B. Abney, 814 N. 15th St., McAllen, Texas 78501

parent of the Radio Shack chain. So says Pacific News, P.O. Box 283, Burlingame, Calif. 94014. The five rebuilt, ex-D.C. Transit blue PCC cars have been repainted dull pink and now carry an emblem on each end reading "Dillard's Metro Liner."

ONE of the relatively few interurban lines running today — the Manx Electric Railway on the Isle of Man in Great Britain — will have its distance cut in half and its remaining service operated only from May 1 to September 30th each year, according to Modern Tramway, a monthly magazine published by Ian Allen Ltd., Terminal House, Shepperton, TW17 8AS, England.

The MER operates a small fleet of very old open and closed electrics, built in the 1890s, from its terminal at Douglas to Laxey and on to Ramsey, totaling almost 20 miles. The outer portion, from Laxey to Ramsey, will be abandoned in September. At the same time, winter service on the remainder of the line will be ended, due to light travel after summer vacationers have left the island.

The Douglas-Laxey portion, however, will be rehabilitated with rails from the abandoned Isle of Man Railway. Other improvements will be made on the Snaefell Mountain lines, a scenic route operating up a mountain at Laxey. New trucks and motors will be put on the Snaefell cars, but one-man operation will cut costs.

DEFEAT of pro-Skybus Commissioner Leonard Staisey in a primary election in May appears to have driven another nail into the Skybus coffin in Pittsburgh, Pa. He was defeated by James Flaherty, brother of Pittsburgh Mayor Pete Flaherty, who, along with minority Commissioner William R. Hunt, has led the fight against the controversial rubber-tire proposal. Until now, the three County Commissioners who make the final decisions on rapid transit have been split 2-1 in favor of Skybus, keeping alive a chance that the rubber-tire plan might finally be approved, despite objection by the general public.

But now, the November election will see four candidates for the three Commissioner posts, two from each party. Three of them — Republicans Hunt and Robert Pierce and Democrat Flaherty — favor steel wheels on steel rails. The fourth, incumbent Democrat Commissioner Thomas Foerster who in the past has gone along with Skybus plans, now indicates he will support any concept that gets rapid transit moving in Allegheny County. We thank Jim Cerny of Pittsburgh for sending us the first news of this event that may finally enable Pittsburgh to have a good mass transit system.

Both Jim Cerny and L.P. Cummings of Lancaster, Pa., report that the Monongahela Incline, one of the last two such lines in

Photograph by Karl Zimmermann

Photographs by Alan A. Jackson

Manx Electric Ry. on the Isle of Man off the English coast is a trolley fan photographer's dream as seen in these three prints. In large photo line's 3-foot gage car 26 and cross-bench trailer roll through Laxey in June, 1970. First from bottom at left, the open Irish Sea is seen on fantrip for Light Railway Transport League of London, in May, 1956. At bottom left, Manx car 19 at Laxey station on May 20, 1956.

Pittsburgh, will soon get two new cars and a face-lifting. The line was built in 1870 and dedicated as a historic structure by the Pittsburgh History and Landmarks Foundation on its 100th anniversary in 1970. The Pittsburgh Port Authority has been operating it since 1964.

Besides the two new aluminum cars (the old ones are wooden), a series of lights will be strung along the sides of the 40-foot incline that will go on in sequence tracing the progress of the cars going up and down the incline. Each new car will have skylight windows so that riders can easily view the three rivers, downtown skyline, and Point State Park. A large golden triangle on the roof of each car will light up at night.

Monongahela Incline was built by German immigrants who lived atop Mount Washington (then called Coal Hill) and worked in steel mills below. Its success spawned the construction later of 16 others in Pittsburgh. Today, only Monongahela and the nearby Duquesne Incline line still operate. The latter is run by a non-profit group dedicated to preserving its historical value.

THE ASSOCIATION of Railway Museums will hold its 1975 convention on November 7-10 at Disneyland Hotel in Anaheim, Calif., with the Orange Empire Trolley Museum at nearby Perris as host. Included will be visits to the OETM museum, a possible backshop trips to the Disneyland and Knotts Berry Farm rail operation, and a trip to the Rohr Industries' rapid transit car plant. For details contact A.R.M., P.O. Box 92, Western Springs, Ill. 60558.

BALTIMORE, Md., utility crews excavating for a new steam line on North Paca Street recently uncovered a vault four feet below ground containing two cast-iron wheels, each about 11 feet in diameter, we learn from Bob Janssen of Baltimore and L.P. Cummings.

The wheels were probably turn-pulleys for the Gilmor Street cable line that ran from Druid Hill Park to downtown Baltimore between 1892 and 1894. They formed the terminus of the line, where the cable was turned around to run back toward similar wheels at the other end of the line. We understand they have been given by the City to the Baltimore Streetcar Museum.

DESPITE the defeats of rapid transit plans by Los Angeles voters in recent years, efforts are still being made to bring a reliable rail system to the sprawling Southern California area where it is badly needed. A new plan offered by Mayor Tom Bradley of L.A. and County Supervisor Baxter Ward seems to be the best so far. It calls for an 80-mile system utilizing the now-abandoned 1.2-mile subway running downtown to 5th and Hill streets.

One leg would extend north to Burbank and then east to Canoga Park in the San Fernando Valley. Another would run south from downtown, splitting south of Compton to serve both Long Beach and San Pedro. All of these proposed routes are along or close to abandoned Pacific Electric lines. The plan advocates light rail vehicles at the start. This, as the first stage of a regional rapid transit system, is estimated to cost about $560 million. Utilizing the abandoned subway lopped $150 million off the estimate.

This news comes from Bob McVay, Box 625, King City, Calif.93901, who indicates that the lines, if approved, could be ready for operation in three or four years. Incidentally, Bob has many PE individual line timetables to sell or trade.) Another fan, Arthur C. Davis, of L.A., sent us an editorial from the L.A. Times, part of which follows:

> Six months have passed since Proposition A, the transit sales tax proposal, was defeated. Half a year. And all that the Southern California Rapid Transit District has to show for it are some expansion of the bus system and the forthcoming initiation of a new study of superstreetcars and other technological developments. The study should have started months ago but was bogged down in the post electoral paralysis that seem to have seized the RTD board and staff.
>
> Mayor Bradley and County Supervisor Ward advocate an 80-mile superstreetcar system roughly paralleling most of two priority corridors already part of the regional plan to link downtown Los Angeles with San Fernando Valley and the Long Beach-San Pedro areas.
>
> Their plan has one great virtue: It appears to be financially feasible. It could be started right away, using the local share of state highway funds, authorized with the passage of Proposition 5 last July, and matched by Federal transit funds. That would buy $500 million or more of transit over the next five years. Finally, somebody is doing something.

THE FIRST tenders for Hong Kong's underground railway are expected to be let in September. Construction is due to begin the same month, with a target date of 1979 set to begin operations. If all goes as planned, it will run about 8 miles with 15 stations and provide the second link between Hong Kong and its twin city of Kowloon, where the bulk of Hong Kong's industries are located. The original connection was established in 1972 with the completion of the 1¼ mile Cross Harbor tunnel. China is eager to supply building material and rails for the new system.

ALTHOUGH electric rail historian Ira L. Swett died last March, other dedicated fans are carrying on his work as he had planned. Mac Sebrees completed his unfinished book on the Napa Valley route that ran from Vallejo to Calistoga via Napa, Calif. This work is the biggest of all in the Interurbans Special series, having 576 pages. Mac had previously written two books on trackless trolleys for that series.

Another project, co-founded by Ira, is a series of movie films featuring traction subjects, many of them more than a half-century old. Known as Interurban Films, the first release covered a 1914 Pacific Electric training film. This and others are now available in 8 and 16 mm film from Ira's collaborators, Richard Fellows and J. Bruce Frenzinger, P.O. Box 157, Wilmington, Calif. 90744.

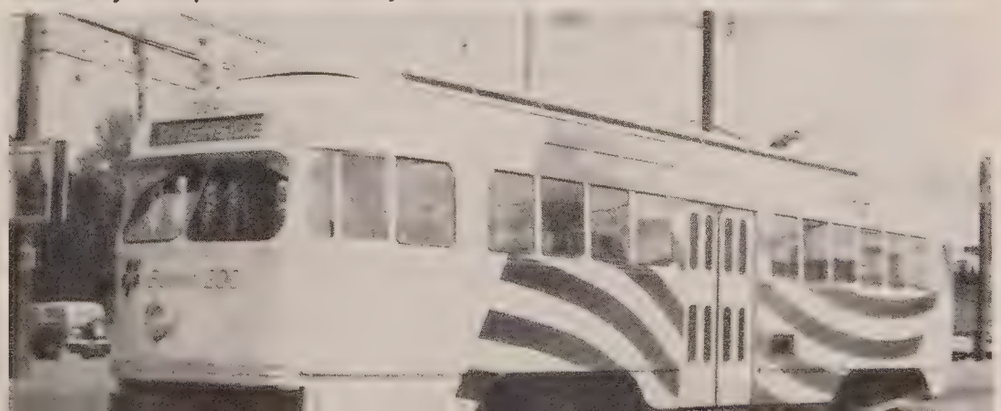
SEND all news for Transit Topics to the home of Steve Maguire, P.O. Box 51, Belmar, N.J. 07719

Why is this girl yawning as she waits for a streetcar in Lisbon, Portugal? Maybe she had a big night and didn't get enough sleep. Or she could be just bored at the thought of going back again to the same old grind.

Bill Morgan, P.O. Box 5523, Oxnard, Calif. 93030

Norton D. Clark, 21 Endicott St., Newton Highlands, Mass.

Mass. Bay Transportation Authority new Riverside car 3264 at Newton, Mass., June 8, '75.



INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

Boise & Western Prairie No. 2, Baldwin-built in 1907, at Boise, Idaho, on Aug. 23, '36.
Collection of Gorton T. H. Wilbur

1. How is MKT doing financially?

The MKT (railroad), a subsidiary of Katy Industries, Inc., is a complex operation. Since 1970 its earnings have not been consolidated with those of KI for financial reporting. Its biggest single problem last year was a 74.4% increase in fuel cost, from $4 million to $7 million. This was coupled with a decrease of about 9.3% in volume loading, due to declines in shipments of grain, construction materials, autos, and coal. Revenues shot up 3.8%, primarily because of freight rate increases. Other income was slightly higher, while fixed charges dropped slightly.

These factors cut the 1974 net loss by $800,000. Last year, for the first time, MKT enjoyed full benefits of its computerized car-control system, with dramatic effect on equipment rentals. The U.S. Railway Assn. has granted the road preliminary approval for a loan of $19 million, of which 3 million would be available for working capital. Most of the loan will be used for track rehabilitation.

2. Did the Southern ever have any Atlantic type locomotives?

We know of five; there could have been more. A Southern roster of April '38 listed 1905, 1907, 1909, 1911, and 1914. All were class Cs with 20½x26" cylinders, 79" drivers, 200 lbs. boiler pressure, 190,000 lbs. weight without tender, 23,500 lbs. tractive force, and all built by Richmond in 1906. A favorite run was between Macon and Brunswick, Ga.

3. Where is the largest CP Rail facility in Ontario?

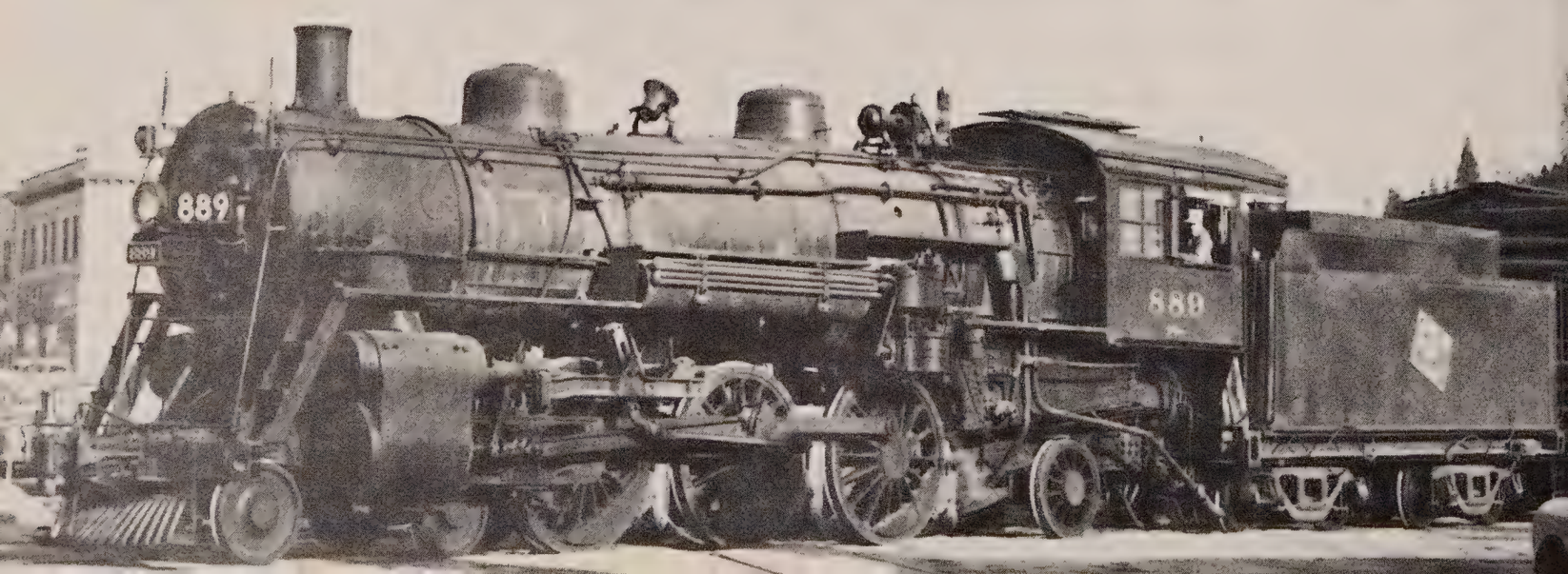
At Agincourt, some ten miles from Toronto. It is also one of the largest maintenance and repair areas on the system and features two main shops: The car repair and diesel facility. Some 180 locos are based at the diesel shop, including all 4500 and 4700 classes. With a staff of more than 300 men and with five inside tracks, the shop can accommodate 13 engines at one time. The work done consists mainly of minor repairs and servicing. Major repairs are done at the Angus Shops in Montreal. Next door is the car shop with about 540 employes. It comprises four sub-shops — the one-spot facility, the car shop, the ancillary shop, and the general offices. Car-shop inspectors on an average day check 35 to 40 trains. Among the jobs performed here are making coach seats, repairing light fixtures, revamping old but still usable boxcars, and changing wheels.

4. Name Idaho's steam roads in mid '30s.

Boise & Western, Craig Mountain, Camas Prairie, Gilmore & Pittsburgh, Great Northern, Nezperce & Idaho, Northern Pacific, Milwaukee Road, Pacific & Idaho Northern, Spokane International, the Washington, Idaho & Montana, and the Union Pacific (including OSL, O-WRR & N)

Collection of Philip C. Johnson

Chicago, Milwaukee, St. Paul & Pacific No. 889 on rare visit to Coeur d'Alene, Idaho, on April 5, 1951, crosses Great Northern tracks.



In the hole for Amtrak's Southwest, Limited, Santa Fe's San Berdoo local is parked in Pasadena, Calif., station on March 3, 1975. The train includes two former Rock Island and Illinois Central sleepers and the observation car from St. Louis-San Francisco's Texas Special.

John R. Bedie, 3226 N. Gladhs Ave., Rosemead, Calif. 91770

5. What were "American Flyer" coaches?

This was a nickname for lightweight deluxe coaches built for the Boston & Maine by Bradley Car Co. at Worcester, Mass., in 1935 and 1937. The cars were constructed of alloy steels to reduce weight. Car weight ranged from 108,000 to the heaviest at 110,300 lbs. According to Leroy C. Hutchinson, a B&M expert, the cars acquired that name because the A.C. Gilbert Co. of New Haven, Conn., used them as prototypes for equipment developed for their American Flyer line of S-gage tinplate model trains. Similar cars were purchased by the Bangor & Aroostook, Kansas City Southern, Lehigh Valley, New Haven, Seaboard Air Line, and St. Louis Southwestern.

6. I'm up for retirement soon from the D&RGW. Have supplemental annuitities changed under the recent retirement legislation?

No. Previously, a retiree's regular annuity was reduced when he received a supplemental annuity. Though the supplemental annuities ranged from $45 to $70, the reduction in the regular annuity generally meant that the retiree had a net gain of about $23 to $43. Under the new system, supplemental annuities awarded after Jan. 1, '75, range from $23 to $43, but there is no offset in the regular annuity. Thus, there is no real change in the net amount.

7. Words wanted to "A Trackman's Life," by J.A. Morris

It's rain an' rain an' rain again, till all the world's afloat,
An' workin' on this mud-line now, it surely gets my goat;
A kingsnipe on the mud-line in the mud an' slush an' rain,
The old man throwin' butterflies from every bloomin' train.

"There's sloppy joints in Johnson's cut; the track is out of line.
"Go quick and cut the driftwood loose at trestle Twenty-nine.
"The fence was down at Wilson's place when I passed there today
And all his cattle, sheep, and hogs were on the right-of-way."

The longest day must have an end, an' men must have their rest,
An' comes the time, at evenin's close, the time I love the best,
When car and tools are put away, an' I get home once more,
To see my Maggie's smilin' face beside the kitchen door.

Then I wash up and sit me down to supper, pipin' hot,
An' cares take wing an' fly away an' troubles are forgot.
Then I smoke up while Maggie clears away the supper things,
An' I start up the phonygraff an' Harry Launder sings
"A Wee Hoose 'mong the Heather" an' the "Bonny Banks o' Doon"
An' "Roamin' in the Gloamin'," now that's a dandy tune.
My darlin's eyes grow misty — she's a Scottish lass, you know —
An' me, my throat gets husky, an' I have to cough, jus' so.

A trackman's life is hard at best, his pay is small beside,
But consciousness of work well done should be a trackman's pride.
So give me my old pipe an' I'll not envy queens or kings,
With Maggie girl beside me here, while Harry Lauder sings.

8. Did Canadian National add any motive power or rolling stock in 1974?

Yes, 165 new locos. Of these, 32 were purchased and 133 leased. The line had 4,272 new freight cars delivered. Of these 1,253 were bought and 3,019 acquired on long-term leases.

9. What was the PD&E?

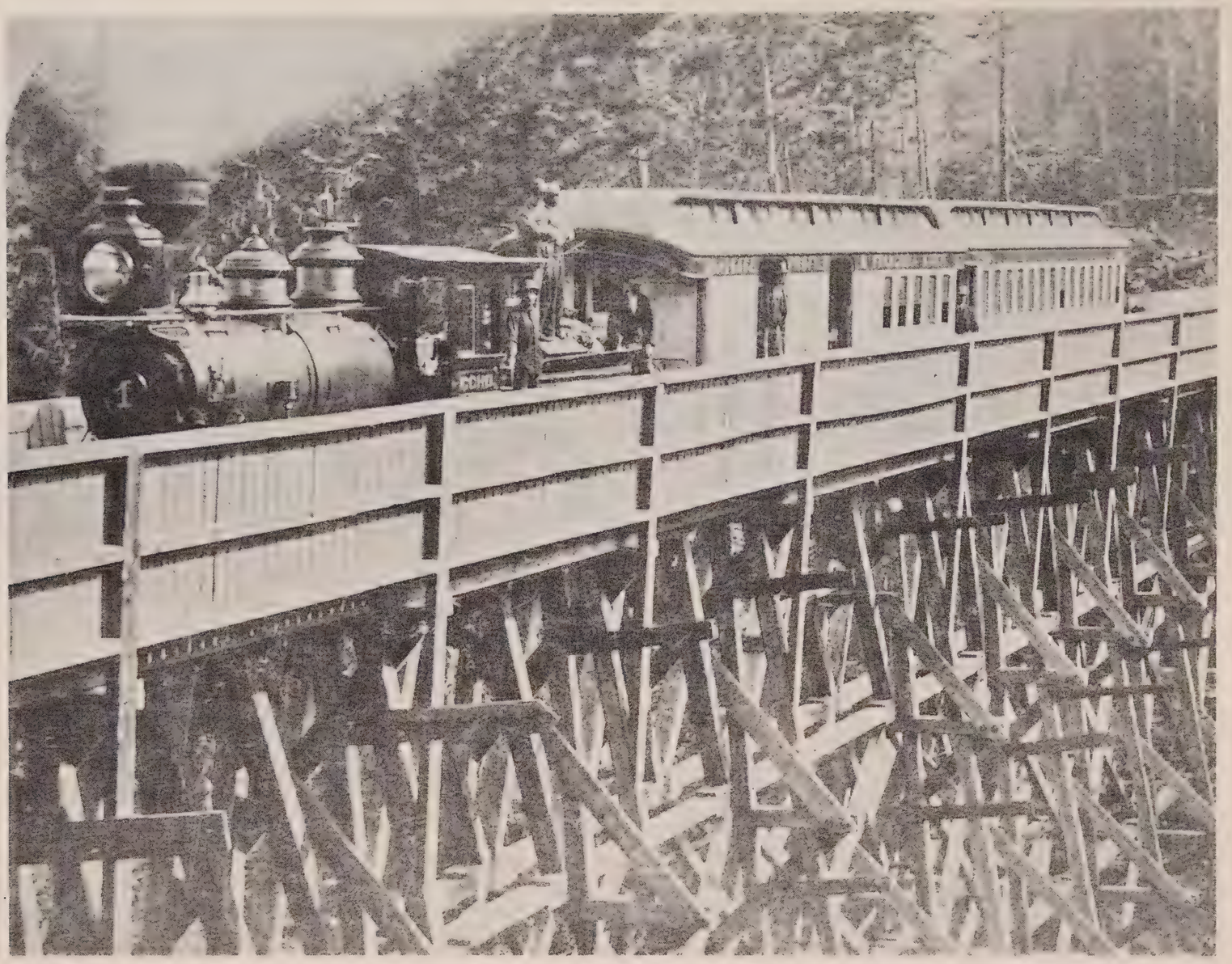
The Peoria, Decatur & Evansville, which ran from Pekin, Ill., to Evansville, Ind., (257 miles, including branches). It was composed of several lines: the Pekin, Lincoln & Decatur, organized in 1867 and opened in 1871; the Decatur, Sullivan & Mattoon, organized in 1871 and opened a year later; the Grayville & Mattoon, which it leased, and the Evansville & Peoria, which it took over in 1880. The first two were consolidated in 1879 to form the PD&E, later to become part of the Illinois Central, now ICG.

10. Describe the cyclone front end on a steam locomotive.

Credit this design to the Northern Pacific. The cinder arrestor, which permitted the burning of sub-bituminous coal with a minimum of spark emission, consisted of a sheet metal drum, with breaker strips around the interior and deflecting vanes at the intake, so that exhaust gasses rushed forward through the boiler tubes in a whirling motion. This delayed the passage of cinders through the smokebox, breaking them up and extinguishing them before they were discharged through the stack. No netting was used with this design.

11. Did Virginian Ry. ever run dining cars?

No, but it had club-car service, which was discontinued prior to Nov. 1932 on the Norfolk Division, between Norfolk and Roanoke,



Profile & Franconia Nttch R.R. Echo No. 1 with yellow and red coaches back in the 1880's.

Collection of Gorton T. H. Wilbur

Va., when service was given up between Roanoke and Charleston, W. Va. At one time the Virginian had five club cars. After four had been stripped, one was converted into a business car

12. Where did the Salt Lake & Los Angeles R.R. run before the Union Pacific absorbed it?

We believe you refer to the Los Angeles & Salt Lake R.R., not the SL&LA, an interurban trolley line that ran between Salt Lake City, Saltair Beach, and Garfield, Utah, 16.3 miles. The LA&SL was incorporated in Utah on March 20, 1901, as the San Pedro, Los Angeles & Salt Lake R.R. Co. It was opened in the same year, having purchased from the Los Angeles Terminal R.R. its lines from East San Pedro (now part of Los Angeles) to Hartwell, from Glendale Jct. to Verdugo, and from Hartwell to Millard Canyon, a total of 49.4 miles. In 1903, additional miles were acquired from the Oregon Short Line. The company built the rest of the system. In 1916 "San Pedro" was dropped from the road's name. Union Pacific acquired control of the LA&SL in 1921.

13. Explain the term "Bush trainshed."

This invention of Lincoln Bush, onetime Lackawanna chief engineer, was first installed in 1905 when DL&W built its Hoboken Terminal. It differed essentially from the unbrella and butterfly type sheds in being continuous, except merely for the slot of gutter through which locomotive smoke and steam escaped. The Bush shed — and to a lesser extent, each of the other two designs — offered major protection from the weather. At the same time the space between the trainshed was much freer from smoke and dirt, and well ventilated. Its construction cost only half that of the old type of arched sheds which preceded the Bush design. Maintenance also was much cheaper. In the decade following the DL&W terminal, other large stations were erected with Bush sheds, among them Lackawanna's impressive depot in Scranton, the C&NW depot in Chicago, the Michigan Central station in Detroit, the Jersey Central terminal in Jersey City, and Canadian Pacific's Windsor Station in Montreal.

14. What is ConRail?

Consolidated Rail Corp., created by the Regional Rail Reorganization Act of 1973. It will be an operating railroad composed, in essence, of segments of seven bankrupt roads in the Northeast and Midwest, namely, the Ann Arbor, Jersey Central, Lehigh & Hudson River, Lehigh Valley, Penn Central, Penna.-Reading Seashore Lines, and the Reading. It is authorized to acquire and rehabilitate rail properties designated to be transferred or conveyed to it, and to operate rail service over them.

Other segments of those railroads, i.e., segments not to be part of ConRail, might: (1) Continue in operation under either a two-year subsidy arrangement, with the Federal Government's share being 70% and the remaining 30% coming from state and%or local governments or shippers; or under a purchase agreement with said parties; (2) be operated by either the Norfolk & Western or Chessie System, or (3) be abandoned. An uproar still prevails in many states about the wisdom of abandoning some branches that have a proven economic value.

15. What were the distinguishing features of the Ohio type streetcar?

This was essentially a single-end car, of which the left side had a fixed or semi-convertible sash and an enclosed platform. The other side had a removable sash. The seating plan in winter called for a longitudinal seat on the left and cross seats along the right. In summer the segments of the long seat were turned at right angles to form a series of continuous benches, as in the standard open cars. Like the California type, a compromise design intended for year-round service to do away with the costly storage of idle open cars during winter months, the Ohio type was rapidly replaced by single-ended, pay-leave, and standard, double-ended closed cars for year-round use. I doubt if any have been preserved.

16. When were containers first used to ship railroad freight?

Earliest we know of were in 1853 on the Old Colony in New England, now part of Penn Central. In that year, the road owned 3 special flatcars. Each could carry 7 containers that were separately loaded, trundled onto the car, fastened to the floor, and kept in place by hinged sides turned up. This was essentially the same idea as that of latter day containers.

17. Was there ever a California Central?

Yes, incorporated in 1912 to build from Hollister to San Juan and from Chittenden to Watsonville, Calif., a total of 23 miles. However, only the 10 miles from San Juan Jct. to Chittenden were opened. Controlled by Pacific Portland Cement Co., it had one leased loco and was discontinued in 1933.

18. When did the first train enter Santa Fe, New Mexico?

Feb. 9, 1880, upon completion of the New Mexico & South Pacific RR (now part of the Santa Fe System).

19. When was the Soo Line's steel arch bridge built across the St. Croix River?

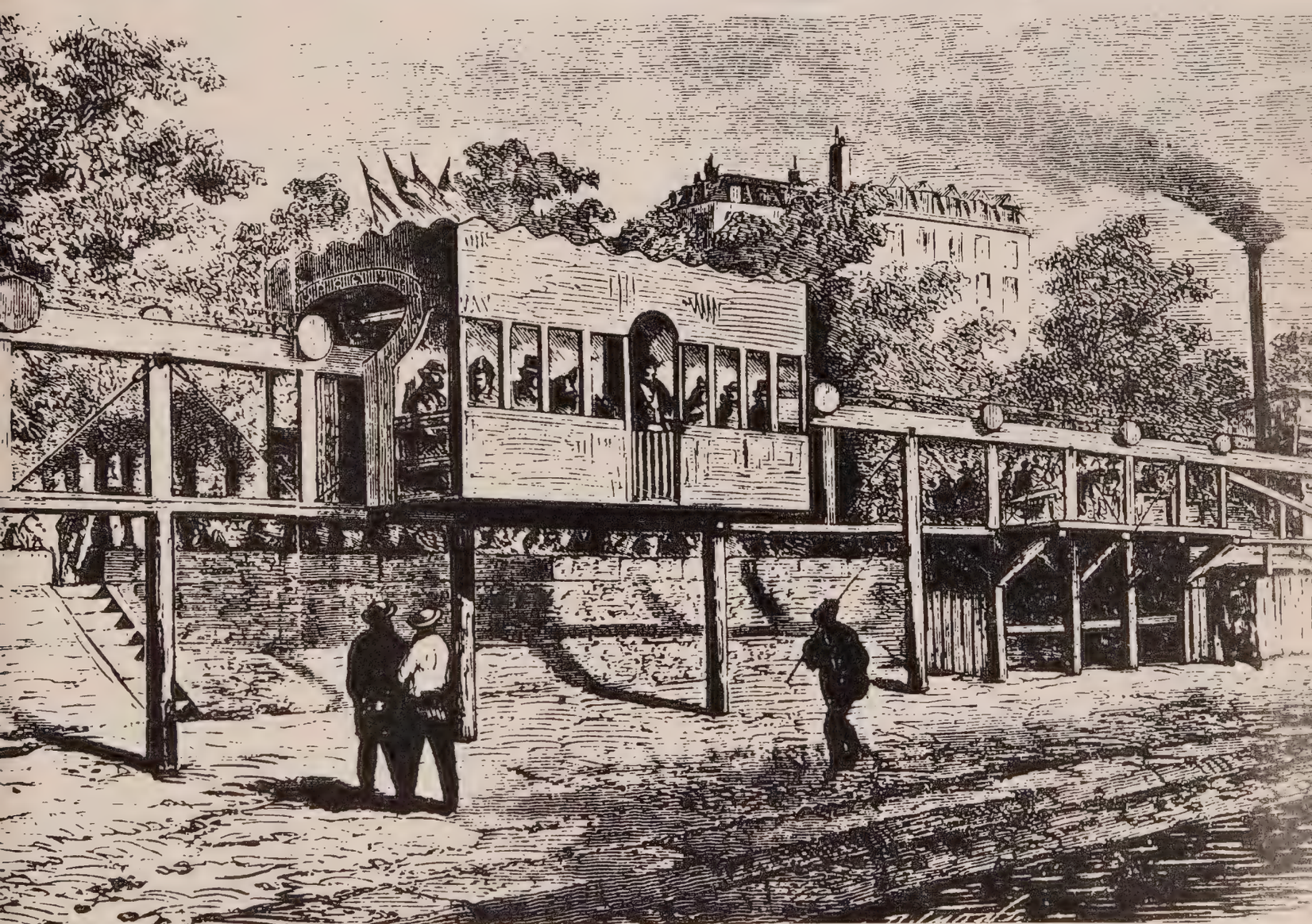
In 1910. The Minneapolis, St. Paul & Sault Ste. Marie bridge was 2682 feet (over half a mile) long. At that time its five 350-foot arches were the largest in the upper Midwest. Crossing the river at an elevation equivalent to the height of an 18-story building, it eliminated a long train-slowing grade.

20. Who was William Howe?

He invented a locomotive valve gear known as Stephenson's link motion. In 1842, while working with Robert Stephenson & Co., he devised the reversing gear by using two eccentrics and a curved link. It was quickly adopted by Stephenson, who gave Howe full credit for the invention, and soon in universal use. Probably the gear served at first as a reversing gear only, and its use in expansive working by cutting off the steam to the cylinders before the end of the piston stroke was discovered later. The original model of this gear can be seen in the Science Museum in London, England. Howe was born in 1814 and died in his 65th year in 1879.

Are exotic railways so new? This monorail system was operated during the Lyons (France) Exhibition as Early as the year 1872.

From "Neue Zurcher Zeitung," Zurich, Switzerland, courtesy of Jean-Michel Leclercq



Running Extra

I HAVE no idea where Gordon Hulbert got his information (June '75), but he is wrong. New York Central's 5500 was a 4-8-4 Niagara, built by Alco in June, 1946, class S-2a. No. 6000 was the lone S1a, also Alco-built, March, '45, class S-1b. Road numbers 6001 through 6024 followed in Nov. '45. The last Hudsons, class J-3a, were built in 1937. As to his numbers, 2000-2017, for the Niagara, they were assigned to H-7c class Mikes built by Brooks in 1913. — Dan Moss, Railroadiana Collectors Assn., 405 Byron Ave., Mobile, Ala. 36609.

Ed Note: Many others pointed out Gordon's mistake and correctly identified NYC 5500 as a Niagara, not a Hudson. Niagara's 4-8-4 were class S1a 6000, class S1b 6001-6025, and 5500, class S-2a. Gordon remembers seeing the 5500 at Fonda, N.Y., and sat in cab of Niagara #6019 just before being completed by Alco in Schenectady.

REGARDING inquiries on the engine Reuben Wells, there is a good history of the loco in the Children's Museum in Indianapolis. — George Hickey, Jr., 576 Delta Ave., Cincinnati, Ohio 45226.

OF COURSE there was a South Dakota Central. In 1914, I helped to survey an extension that was to run for 30 miles from a point on the Minneapolis & St. Louis, 5 miles northwest of Watertown, to the Milwaukee's Puget Sound route. Before winter closed in, we ran some 20 miles of line with most of the grade thrown up. Then I returned to my home in Chicago and lost all contact with the road. Did they ever lay steel on it? — M.V. Stecher, 19 Woodlane Dr., RD 1, Boonton, N.J. 07005.

WASN'T one of your Interesting Railfans planning a book on "The Ghost Railroads of Tennessee"? Can I buy a copy? — Kenton Dickerson, 3862 Conahaney Tr., Chattannoga, Tenn. 37406.

SUPPLEMENTING info in a recent issue on the Profile & Franconia Notch R.R., the 3-foot-gage (originally) was built primarily to serve the famous Profile House, near the Old Man of the Mountain in Franconia Notch, N.H. Two locos, Nos. 1 Echo and 2 Profile, well served this popular hotel for many years up to the 1890s, when the Concord & Montreal took over the P&FN. The Boston & Maine acquired the C&M and converted it to standard gage about 1897. Burning down of the Profile House in 1923 doomed the P&FN. During the 1890s the P&FN, under C&M control, ran trains on several miles of dual-gage track between Bethlehem Jct. and Zealand to serve a logging community. Meanwhile, the engines named Echo and Profile had been renumbered 97 and 98 to conform with the Concord & Montreal numbering system. — G.M. Kidder, author-publisher of book "Railway to the Moon." RD 1, Acton, Mass. 01720.

DOES any book cover Beyer-Garratt loco history or the A.G. Pine Locomotive Works? — Craig La Vallee, 13890 Kenwood, Oak Park, Mich. 48237.

WAS there ever a 4-10-4? I've never seen any reference to one. — Roy Tombs, Falkland, B.C. Canada VOE 1WO.

INFO wanted on the railroad that runs through Sinking Soring, Md. — Walter R. Johnston, former Reading district passenger agent, 234 Jameson Pl., Reading, Pa.

A PRIZE possession of mine is the headlight from Wabash passenger engine No. 100. Anyone have a picture of her for sale? I think she was scrapped in the early 1950s. — E.H. Boedecker, 718 W N. 3rd., Shelbyville, Ill. 62565.

REGARDING an item on the Dutch Clock used by the Santa Fe, a 1904 issue of Railway Signaling magazine printed this paragraph: "J.H. Hustis, president of the Boston & Maine, recalled the days when the New York Central used Dutch Clocks for spacing trains. These clocks consisted of a wooden cabinet placed in a diagonal box, with figures indicating the time of passage of the last train. At night an oil lamp with a tin reflector lighted the figure. This worked all right when the attendants remembered to change the figures, or when they did not fail to put in the correct figures, or the engineman while moving could read the figures correctly."

The Santa Fe device performed an entirely different function, yet went by the same name. Why? — Al Klinger, editor of Railway Systems Controls, 350 Broadway, New York, N.Y. 10013.

IN THE LATE 1920s, I was an overseer for boys distributing movie handbills in Pennsylvania. In those days there were many railroad films, starring Lyle Talbot, Monte Blue, etc. I still remember "The Limited Mail," "Westbound Express," and the "Fast Mail." Whatever happened to such films? — George West, 6344-Custer Lane, Oroville, Calif. 95965.

THE FIRST passenger engine on the Ontario, Simcoe & Huron R.R. Union Co. was the Toronto, the second locomotive to run in Ontario. Built by James Good in Toronto, 1852-'53, she hauled the first passenger train out of the Shed depot on May 16, 1853. — Donald Murray, 23/27 Arlington St., Dearborn, Mich. 48128.

ANYONE tell me about the narrow-gage tracks near the Scituate Reservoir dam, North Scituate, R.I.? Were they used during the dam's construction? What kind of equipment ran? — Jack Burhoe, 26 Dewey Ave., Centredale, R.I. 02911.

I WANT the names of date collector's clubs and where they are located. — Harold Franck, 39 Ferncliff Rd., Morris Plain, N.J.

THE GRIFFENFELD Cinder Catcher, mentioned in a recent issue, saw wide use before the Civil War in various attempts to catch the sparks of woodburners. Unlike other devices, it functioned at the base of the stack instead of near the top, sometime inside the smokebox. It was a predecessor of the petticoat netting inside the extended smokebox. Some early coalburners used a modified version of it. Manufactured by the Griffenfeld Metal Working Co. of Philadelphia, it was placed on Baldwin locos for the simple reason that they held the patent rights. — John Dorset, 284 101st St., Denver, Colo.

I HAVE a switch lock with initials StT-K&SRy. I want the name of and a brief history of that road. — Harold Rigsby, RR1, Box 108c, Cicero, Ind. 46034.

WANTED: a history of Pickens R.R., a 9-mile pike in South Carolina. What kind of rolling stock does it have? Also, how did stations Ophiem and Wilders, listed in the Official Guide, get their names? — Hargis Westerfield, 713-15 W. 25th, Kearney, Neb. 68847.

ANYONE know where I can get a picture or diagram of the interior of a hand-fired loco cab in the 1900-1940 period, showing levers, gages, valves, etc.? — L.W. Gilchrist, RD1, Box 420, Uniontown, Pa. 15401.

I'M PUTTING together a short history of all roads operating at one time or another in South Dakota for a railroad attraction we are building. I want info on the Mound City & Eastern, Brant Mint RR of Galena, and the Aberdeen, Huron & Southern. — Wayne Kerslake, 800 South Van Eps Ave., Sioux Falls, S.D. 57101.

INFO wanted on the Wichita Falls & Southern, Tremont & Gulf, Copperstown & Charlotte Valley, Saratoga & Schuylerville, St. Louis & Belleville Electric, Louisiana Midland, West Virginia Northern, Cumberland & Pa., Conemaugh & Black Lick, Bellfonte & Snowshoe, Bamberger, Midland Valley, South Shore, and Samford & Eastern. — Leroy C. Floray, Jr., 1326 Denbright Rd., Baltimore, Md. 21228.

WHO can tell me about a steam-powered railway passenger car built in Laconia, N.H., and Boston, Mass., about 1920? — Alex Genz, 626 Avon St., LaCrosse, Wis. 54601.

HOW many ex-Reading T-1 4-8-4's and ex-Nickel Plate Road 2-8-4's are still around? — Dale Miller, 2515 S.W. Plum Court, Portland, Ore. 97219.

RAND McNALLY Railroad Atlas lists a DEX&N in New York State. Is it still running, what's its corporate name and where is it located? — Wm. Cunningham, Lakeville, N.Y. 14480.

BOOKS OF THE RAILS

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	($ 8.50)
PULLMAN AND PRIVATE CAR PICTORIAL, by Wagner	$ 8.50	($ 8.15)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$11.95	($11.35)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 8.50)
PENNSY POWER II, by Staufer and Pennypacker	$16.50	($15.70)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY: VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T.T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	($13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
GHOST RAILROADS OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J.A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.50	($ 5.20)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	($15.20)
GREAT LAKES CARE FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	($10.90)
JANE'S WORLD RAILWAYS	$65.00	($61.75)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	($ 5.65)
AMTRAK CAR SPOTTER, edited by Bob Wayner	$ 4.95	($ 4.70)
THE GREAT TRAINS, Bryan Morgan	$35.00	($33.25)
CHICAGO SURFACE LINES, Alan R. Lind	$17.50	($16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	($ 7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$6.50	($ 6.15)
THE ROUTE OF PHOEBE SNOW, by Sheldon S. King	$15.00	($14.25)
NORFOLK & WESTERN STEAM (No. 2), by R. Rosenberg	$6.95	($ 6.60)

PENNSY STEAM and SEMAPHORES, by Fred Westing, 187 pages, 8½x10½", hard cover, photos, rosters, diagrams, Superior Publishing Co., $13.95. (Available from Railroad Magazine Book Service.)

Pennsy railfans, and they are legion, have long been frustrated by the lack of good loco and train pix taken during 1890-1920. Fred Westing, a Railroad Magazine contributor, has captured this romantic era in slick photos and text, with many captions that tell the details of various engines and trains. Especially interesting are histories and pix of Martin Lee and Oliver P. Keller, two PRR hogheads. For the technically-minded, his chapter on "Facts and Figures" had records of coal consumption by light Atlantics on specific runs in 1908. Also included are some typical runs taken from a report made after an investigation conducted by four Pennsy engine service employes regarding the practicability of runs over 200 miles with one engine and crew.

Westing says: "While this book is not a history of the Pennsylvania Railroad or its locomotives, it does concentrate on informative sidelights generally ignored or unknown regarding these subjects. No locomotive designed after 1919 are illustrated, with but two exceptions, one G5s class, 4-6-0, and one M1 class Mountain, both designed after 1920. Pictures of Pennsy trains and locos from the 1930s on are many, but illustrations of such material in volume prior to 1930 are not easily found. My object in identifying the classes of locomotives, and even many passenger cars, is due to the fact that future historians and railbuffs may wish to pursue their own investigation concerning such equipment. This information could, therefore, provide a good starting point and end in gratifying results."

Pennsy Steam and Semaphores is a well-balanced book about a long-ago time when triple-heading Atlantics hauled wooden-bodied Pullman cars around Horseshoe Curve, high-wheeled D16a's stack-talked the Pennsy Special, and H6a's and H8's stormed into Radnor, Pa., on the smoky head end of coal and wooden freight cars.

GREAT ROCK ISLAND ROUTE, 98 pages, 8½x11", soft cover spiral binding, photos, timetables, maps; published by the author, Edward F. Gardner, 22 Garden Ave., Mountaintop, Pa. 18707, $5 (Available from Railroad Magazine Book Service.)

A long time passed during which nothing was turned out on the Rock Island. With threats of abandonment and cloudy future operations, the Rock is very much in the news. Weaving in choice material originally written in 1922 by Frank J. Nevins, then valuation engineer of the CRI&P, Ed traces the origin and growth of this once-proud great system. Some of the entertaining facts and stories of the men who forged the road may be known to you, but there's a lot of new material also. Expecially rare are Burlington, Cedar Rapids & Northern timetable and wreck pictures. Ed says this timetable is one of the most cherished items in timetable collecting fandom. His book is filled with nostalgic loco and train photos. A couple that cool you off in a hurry are post-blizzard scenes along the right-of-way in Kansas after a wedge plow had gone through. Also CRI&P rural depot scenes such as Montezuma, Iowa, when the afternoon accommodation arrives, and an Eight-wheeler hauling a string of varnish over the Estherville bridge.

Aiding him with material was Ed Wojtas, formerly with the RI, one of our "Interesting Railfans," and Doug Wornom of Owen Davies, Chicago, and Jim Prokes and Alan Follett of the National Assn. of Timetable Collectors. Ed advises, anyone interested in Rock Island history, current operations, or modeling RI equipment to contact Rock Island Technical Society, 208 N. Stewart St., Geneseo, Ill.

TRAIN SHED CYCLOPEDIA NO. 26: Railway Service Cars 1928-1943, 88 pages, soft cover, 8¼x11½", reprinted from

original edition, scale drawings, photos, specs, text matter; $4.95. (All titles in this series published by Newton K. Gregg and are available from Railroad Magazine Book Service.)

TRAIN SHED CYCLOPEDIA NO. 27: Signals and Signal Symbols, 32 pages, soft cover, 8¼x11½", reprinted from the 1911 Railway Signal Dictionary, scale drawings, photos, specs, text matter; $2.50.

TRAIN SHED CYCLOPEDIA NO. 28: Cars, scales, and gates from the 1909 Buda Catalog, 80 pages, soft cover, 8¼x11½", reprinted from original edition, scale drawings, photos, specs, text matter; $5.50.

Periodicals and Journals

WHEEL CLICKS, edited by Marti Ann Draper for Pacific Railroad Society, Inc., Box 5279, Los Angeles, Calif. This fine slick-paper monthly is available with annual membership dues of $10.

PC RAILFAN, edited by Jerome A. Rosenfeld, 133 Dullas Dr., Dumont, N.J. 07628, is a magazine filled with news, views, and pix of Penn Central, including merged roads and other lines in which PC holds an interest. Six issues are published annually for $12.

CANADIAN RAIL, Canadian Railroad Historical Assn., is an excellent monthly edited by S.S. Worthen, P.O. Box 22, Station B, Montreal, Que., Canada H3B 3J5. Regular membership $12 a year; associate $9; includes 12 issues in slick paper with some rare pix of Canadian steam, diesel, and electric roads, including trolley operations. Occasionally old Canadian steamboating days come in for treatment.

BRASS POUNDER'S GOSSIP, edited by Harwell E. West, published bi-monthly by Toledo Morse Telegraph club, 102½ Rosalind Pl., Toledo, Ohio 43610, $3. All the flavor of ticking small-town depot clocks and pot-bellied stoves in the Morse days of smoke and steam.

THE RAILWAY HISTORY MONOGRAPH, edited by William F. Rapp, one of our "Interesting Railfans"; with photos, maps, drawings; J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333; $6 a year, issued quarterly, $2 a single copy. Devoted to the history of railroads, city trolleys, and interurban lines, and their equipment. Bill Rapp has an unusual publication.

---

94 YEARS of Rochester Railways: Trains to Batavia 1837, horsecars to N.Y. State Railways. Vol. 1, with 570 illustrations, 260 pages, 5 maps, ready Sept. Vol. 2, 1914-1956, has 520 illustrations, 136 of subway, 2 maps, six electric lines briefly to Buffalo, Erie to Avon, Geneva, Sodus Bay, Syracuse. Both 8½x11". — Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

SALE: Collection of 400 items. Complete sets of Western Railroader, Railroad Magazine, Trains, etc.; books, timetables, negatives, including large selection of foreign roads; also cameras, photographic equipment. SSE for list — Advertiser, Box 566, Soquel 95073.

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Avenue, New York, N.Y. 10017.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35¢ — Midwest Photo, 922 Main Street, Keokuk, Iowa 52632.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, or any Florida railroadiana. Buys rail, trolley and in quantity. Sells selected items; fills wants lists.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50c for our catalog to Remember Radio Inc., Box 2513U, Norman, Okla. 73609.

FOR SALE: 5x7 b&w steam and diesel photos, eastern and western railroads; B&M, New Haven, PRR, NYC, LV, photo. Also, Boston trolley photos, rr. maps and rosters. Send $1 for 25-page list and sample photo to Henry Marrec, 11 Overlook Rd., Arlington, Mass.

STILL CAN HANDLE slide or photo orders; but after 22 years, business is for sale in entirety, or will break it up. Complete catalog of 325 sheets, railroad, trolley, ferries, auto, etc., $15. Price and inventory specific group or company $5, or small order (specify road) $1. — 35 Slides Co., Box 6098, Dept. RR., Colorado Springs, Colo. 80934.

BUYING railroad collections and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. — Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

HERE AGAIN! Still seeking old rr. stock or bond certificates. Poor's or Moody's manuals, junk ticket-dater machines. I swap, too. — Bob Greenwalt, 9239 DeAdalana, Rosemead, Calif. 91770.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460 sells reconditioned cameras, sizes 120-620, 120-620, 116-616, for large oblong negatives; details free.

TIMETABLES, buy, sell, trade. Any year, any railroad, public or employee. Free listing of all Amtrak timetables for SSE. — Carl Loucks, 199 Wayland Street, Hamden, Conn. 06518.

4,000 DIFFERENT diesels from 300 railroads and industries, color slides of 8-ton Plymouths to DDA40X's, $1 for 41-page catalog, 1975 supplement, and sample. — Porreca, Box 22, Boulder, Colo. 80302.

TIE CLIPS, $1.75 each. Large belt buckles, $5 each. 50c postage. Send stamp for free list. Dealers write — Hoover's, 120R Fruit, Peru, Ill. 61354.

MIDWESTERN RAILS, a newsletter for fans of Midwestern railroads, 12 monthly issues $9. For information write White Publishing, 208 N. Stewart Street, Geneseo, Illinois 61254.

---

100 STEAM LOCOPICS, assorted sizes, $7.50; 100 steamboat, $7.50; 100 Aeropics, $7.50; 100 ships, $7.50. All for $25. Price list $1 (deductible). Jay, Rome Station, Ohio 44085.

NEW BOOK SPECIALS. Save 10 percent, postpaid. Spokane, Portland & Seattle Railway, $13.45. Pennsy Steam & Semaphores, $12.55. Canadian Pacific Railway, $12.55. Save up to 70 percent and send 50c for our lists. — Discount Hobbies, 847 Lake, Newark, N.J. 07104.

WILL PURCHASE streetcar destination rolls. Have Washington, D.C., and Montreal for trade. State city, condition, and price. Offers answered on day received. — Kenneth Kerr, Box 2512, Raleigh, N.C. 27602.

PENNSYLVANIA RAILROAD steam recordings: 12", 33.3 rpm, $5.50 each, postpaid. Wisc. residents add state tax. Request an advance notice mailing card for future releases. — Railroad Record Club, Hawkins, Wis. 54530.

DISCOVER a depot's shady past. 24 pages of pix and colorful text. Order WALNUT CREEK'S UNIQUE OLD STATION, $1.25 postpaid. — Dick Murdock, Box 343, Ross, Calif. 94957.

DISPOSING of large and varied collection steam, diesel, and electric locomotive and passenger-car hardware. Send SSE. — H. Serig, 5608 N. 24th St., Arlington, Va. 22205.

RAILROAD FANS, I buy or trade, locks, lanterns, keys, badges, nails, tts., etc. Your list for mine. — A. Farrell, 1695 S. Locust Grove, Meridian, Idaho 83642.

MILWAUKEE ROAD memorabilia wanted, 1849-1975. — Alden Miller, 3212-34th Ave. South, Minneapolis, Minn. 55406.

RAILROAD HERALD T-SHIRTS, featuring major lines, past and present. Send $5 and 50c (handling), choice, and size to. — Hobo Co., P.O. Box 5626, Santa Barbara, Calif. 93108.

I WANT to buy railroadiana, single items or complete collections of paper or hardware. Send description and price desired. — Al Rixon, Box 5063, Philadelphia, Pa. 19111.

PAUL B. DUNN, 912 Arch St., Zanesville, Ohio 43701, due to illness, is selling 123 negs. of CP and CN steam for first $70 offered for them. No junk.

WANTED: EMD 3x8" builder cards painted by Dedek and others. Will buy or trade duplicates. — Paul Gregory, 3965 Gibraltar Drive, Reno, Nev. 89502.

MICHIGAN AND OHIO interurban and street cars: photographs, Detroit, Toledo, Cleveland, Cincinnati, Columbus, Dayton, OPS, T&I, C&LE, OE, Stark, Northern Ohio, LSE, Beaver Valley, Youngstown, and many others. Size 616 60c each, size 122 $1 each, 4x6 $1.10 each, 8x10 $6 each. All sent on approval in groups of 100 or more; you pay postage both ways. Some buses and trackless trolleys in stock. Negatives available. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

TWO OLD R.R. depot semaphore signs with headlight and three reflectors on each sign. Good condition and very heavy. Ideal for museums or tourist attractions. Bought for $2,000, but selling for $1,500, which is $500 off. — Edwin Goin, 2240 2nd Place N.E., Center Point, Ala. 35215.

FEC. AND ALL other Florida railroadiana wanted. Also old tickets and menus, any lines. — Jon Nelson, 1022 N.W. 16th Ave., Gainesville, Fla. 32601.

GLASSES — GLASSES: Atlantic Coast Line iced tea glasses, B&O water glass, NYC highball, D&H highball, GM&O highball, Frisco highball, EL 8-oz. first air-conditioned 1969, PRR. highball. All $12 per dozen, $1 postage, mixed lots $2 extra. — Anthony Citro, 1452 Hamburg Turnpike, Wayne, N.J. 07470.

NARROW-GAGE STEAM negatives: Bridgton & Harrison, Cairo & Kanawha, C&S, D&C, ET&WNC, EBT, Eureka, Nevada, Linville, Lawndale, LTRy & Nav, NCNG, Newport & Sherman Valley, Nevada Central, NCO, Oahu, Pacific Coast, RGS, Sumpter Valley, Tionesta Valley, WP&Y, others. Send 65c for list NG-1B. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

ANNUAL PASSES, huge list for 20c in stamps. — Ken Prag, Box 431-RP, Hawthorne, Calif. 90250.

BUYING NEGATIVES or slides? Tired of continually sending for lists? Rail Film Monthly has new listings of negatives and original slides in each bi-monthly issue. If you'd like to sell these, send SSE describing what have. For sample copy send 75c, or $4.20 for 6-issue subscription to RFM, Box 4676, San Fran., Calif. 94103.

SWAP: SCL's TAILGATE sign Orange Blossom Special, 24" square and 5" deep, pristine condition, for antique oriental rug. Send photo. — L. Contardo, 409 North Lee, Alexandria, Va. 22314.

Welcome aboard! Hostess Heather Johnson on CP Rail's Edmonton Dayliner sheds regular uniform for Klondike costume during Klondike Days in Edmonton, Alta. Needless to say, she was big hit. CP Rail photograph

SP STEAM PHOTOGRAPHS: Size 616 60¢ each, size 122 $1 each, 4x6 $1.10 each, 8x10 $6 each. No list; you state wants. Smaller sizes sent on approval in groups of 100 or more; you pay postage both ways. Original negatives available upon request. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

I'M A FINDERMAN. I'll find items you want to buy and guarantee item for sale. For services list send $1. — W. Willems, 8820 Carolyn Ave., Hanford, Calif. 93230. Phone (209) 584-7495.

WORLD OF SOUTH AMERICAN STEAM, published 1974, still available. From 4-4-0's to Mallets, over 200 photos and steam-finding maps, $7.95 softbound, $10.95 hard. — Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003.

STOCK CERTIFICATES issued by several Illinois Central Gulf forerunner lines. Carry such names as Gulf, Mobile & Northern, and Gulf, Mobile & Ohio, dated in the first half of this century. Were issued to investors or financial institutions and marked "canceled." Many in near-mint condition. Suitable for framing. Common and preferred shares available. GM&O in two different colors, $5 each. Certificates from other, earlier forerunner lines, $10 each plus 25¢ postage. — John Nalley, Box 262, Bradley, Ill. 60915.

CHICAGO SURFACE LINES: CAE, CNSM, ITS, TMER, CSSSB, GARY, St.LPS, Indiana RR, TCL, others: Photographs: size 616 60¢ each, size 122 $1 each, 4x6 $1.00 each, 8x10 $6 each. No list; state wants. Smaller sizes sent in groups of 100 or more; you pay postage both ways. Streetcars, interurbans, buses, and trackless trolleys available. Negatives available upon request. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

ORIGINAL COLOR SLIDES of Colorado railroad diesels, etc. Send 50¢ and SSE for sample and details. — Robert Harmen, 1510 Crestmoor Dr., Pueblo, Colo. 81001.

SELLING NEW ENGLAND RAILROAD photos, postcard size, steam, diesel, trolley, stations. No list; 2 samples $1. Buying New England railroad postcards and negatives. — Goodwin, RFD 1, Buzzards Bay, Mass. 02532.

DEPOTS: ORIGINAL 35mm color slides for sale on approval. How many of these unique structures were destroyed before you photographed them? I can furnish depot slides from SP, UP, WP, BN, AT&SF, and short lines in Calif., Ore., Wash., Nev., and Arizona. — Wes Hammond, 1145 Bedford St., Fremont, Calif. 94538.

StL-SF, StL-SW, T&P, T&NP steam negatives. Send 65¢ for list StL/TX-513, Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: back issues of Railroad Magazine. In 4 issues 1931, balance 1932 thru June 1975, total 473 magazines. — T. D. O'Hearn, 2829 Colorado South, St. Louis Park, Minn. 55416.

KODAK DUPLICATES/diesels, trolleys, and buses. Send 20¢ for general list. — Traction Photographs, 1227 N. Formosa Ave., Los Angeles, Calif. 90046. Send 10¢ for our list of original slides.

WILL BUY NEGATIVES, prints, and slides of CB&Q diesel engines in either red or black paint scheme. Also will buy emp. tts. — P. A. Dahl, 322 Laurel St., Batavia, Ill. 60510.

ROCK ISLAND steam negatives. Send 65¢ for list CRIP-515. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

U.S. PATENT MODEL collection, railroad items. Write Douglas F. Payne, Jr., P.O. Box 639, Boston, Mass. 02117.

SELLS RAILROAD BOOKS from private library. Large list, SSE, big discount, mint to good condition. — Clifton Hull, 203 E. 16th, North Little Rock, Ark. 72114.

$1 (REFUNDABLE) and large SSE bring list of 1,200 size 5x9 to 11x14 prints for sale, beauties. — John Allen, 728 S. Locust St., Centralia, Ill. 62801.

AT&SF STEAM NEGATIVES: Send 65¢ for list ATSF-518. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: 11x17" reproduction of Poage's famous print, "Old Depot," on heavy white paper, suitable for framing, $1.50 postpaid in mailing tube. — BPG, Box 152, Orland Park, Ill. 60462.

WANTED: NEGATIVES of C&O, Southern Railway steam, top quality action shots in Virginia. Buy or trade for Official Guides 1956-'71 or Midwest steam negatives. — Bill Warden, 1216 Shamrock, Waynesboro, Va. 22980.

PUFFABELLY STATION ANTIQUE SHOP, Route 136, McLean, Ill. 61754. Hours: Friday-Monday 10-5. Our shop is a preserved GN&O depot built in the 1850s. We have many rr. items for sale: telephones, whistles, steam engine bell, switch locks and keys, passes, lanterns, oilers, caps, timetables, paper goods, many others too numerous to mention. SSE for inquiries.

KCS, KCM&G, GC&SF steam negatives: send 65¢ for list EGK-103. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

DELAWARE, LACKAWANNA & WESTERN RAILROAD: A Pictorial Review, Volume 1, 107 pages, plastic bound, soft cover, $5 a copy postpaid. A potpourri of Lackawanna material from 1920 to Erie Lackawanna merger. Splendid photographs, old timetables, maps, advertisements, complete Sept. 1954 consists of main and branch line passenger trains and diesel locomotive roster. Money-back guarantee if you're not completely satisfied. Send $5 today to Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

FOR SALE: Thomas Edison's last Morse recording (1920), cassette or tape, backed with 45-minute exhibition of speedy telegraphy made at Smithsonian Institution, $5.40 pp. Many other Morse recordings. — BPG, Box 152, Orland Park, Ill. 60462.

WANTED: Anything Cincinnati, Hamilton & Dayton; Findlay, Ft. Wayne & Western; Cincinnati Northern, Cincinnati Jackson; MacKinac; Toledo St. Louis Western; Clover Leaf; also Wells Fargo; United States; American; National; Adams; Southern Express; Postal; Western Union. Depot, coach, and street kerosene lamps. Coal baseburner stove. Waybill press. — Terrell Berryman, 360 W. Dearborn, Englewood, Fla. 33533.

ORIGINAL DIESEL SLIDES on approval: Eastern and Midwestern roads, short lines, industrials, first generation. State interests, SSE. — John Thompson, 4415 Ave. I, Brooklyn, N.Y. 11243.

ANOTHER HOUSECLEANING: Selling off more of my collection of negatives, magazines, books, slides, and other items accumulated over past 20 years. Reasonably priced, list free. — Doug Cummings, 829 Ballantrae Court, Port Moody, B.C., Canada, V3H 1A7.

M-K-T steam negatives: Send 65¢ for listing LLM-104. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

I SELL DAILY SHEET of register of trains at B.A. Tower on Panhandle Div. Penna. R.R. Lists train and engine nos., names of crew members, time of arrival and depart.; east on one side, west on other. A real find. First half of 1921; $2 per sheet p.p. — Roy Howell, 726 S. Wayne St., Piqua, Ohio 45356.

SALE, list: railroad, express, rule books, various memorabilia, hundreds of items. Send 50¢ for list. — KARL, 4046 Edson Ave., Bronx, N.Y. 10466.

STEAM AND DIESEL photographs and duplicate slides for sale: New Haven, ACL, SAL, SCL, GM&O, KCS, and more. Large SSE for lists and info. — Tom Marsh, 9238 Neff, Houston, Texas 77036.

LAST CHANCE, need your help! Writing a book about the Duluth Winnipeg & Pacific (DRL&W, VRL&W, predecessor lines), publication soon. Need photos, tts., first-hand stories. Especially need negs. or photos of CN/DW&P 2-6-0 #484-486, 4-6-0 #1352-1353, 1546, (late '59, early '60), 2-8-0 #1800-1804, 2459, CV 405, 406. In-service photos of 2-8-2 #3000 and 0-6-0 #7066. Need negs. or photos of railfan trips run on DW&P, late 50's, 60's, out of Duluth. Esp. the 1964 Labor Day trip sponsored by Illini Railfan Club. Also need written or photographic evidence or confirmation that DW&P #3000 (probably #2399 then) was displayed at Panama Exposition of 1915. Alco records missing or destroyed. SSE expedites answers. Serious parties only, please contact Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101.

STEREO SOUNDS of steam locomotives, steamships, steam tractors, antique planes, automobiles, and trolleys. Steam locomotives from MILW, C&NW, UP, and several Pacific Northwest logging railways. Also American Freedom locomotive SP-4449 and Royal Hudson 2860 of BCR. One hour albums on 7" reel or cassette low-noise tapes priced from $5.95, postage prepaid. Free illustrated brochure for details. — Evans Productions, 1231 N.E. Lincoln St., Hillsboro, Ore. 97123.

WE ARE the most extensive buyers of timetables. We buy large and small collections. Top prices. Try us first. — Antique Timecard Aquisitors, 21 E. Robin Rd., Holland, Pa. 18966.

GM&O AND NASHVILLE, Chattanooga & St. Louis steam negatives. Send 65¢ for list GNC-62A. — Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

AMTRAK LAW: New unofficial edition with all the latest amendments, $6. Edited by Robert J. Swan, Box 1866-R, Long Beach, Calif. 90801.

WHEN TROLLEYS RAN in all states. Your choice of 6000 3x5" photos. Big list 10c, includes trolley news. — Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio 44107. ●

Coming Events

(No charge for listing in this section.)

Aug. 28-31: 40th anniversary and convention of National Railway Historical Society hosted by Old Smoky Chapter, Knoxville, Tenn. Steam trips behind Clinchfield's No. 1 and ex-Southern 4501. Banquet with W. Graham Claytor, Jr., president of Southern Ry., and Richard D. Sanborn, vice president of SCL, guest speakers. Tennessee Special from Washington, D.C., and Blue Ridge Special on return. Special train reservations handled by Geo. Hartman, 6624 Fisher Ave., Falls Church, Va. 22046. For convention matters only, contact Bob Henderson, Box 601, Knoxville, Tenn. 37901.

Sept. 3-9: Silverton-Cumbres Safari, narrow-gage steam in the Rockies, 2 nights in Durango, Chama. By Amtrak or air to and from Albuquerque, N.M. Special buses to Durango-Chama and return. Details from Jim Weinberger, tour director, Pacific Coast Chapter, R&LHS, Box 3552, San Francisco, Calif. 94119.

Sept. 6: all-day trip covering entire San Francisco Muni, using two types of PCC's, sponsored by Electric Ry. Historical Assn. of Southern Calif. Send SSE for info to James C. Stewart, chairman, 2439 4th St., Apt. 4, Santa Monica, Calif. 90405.

Sept. 7-16: British Rail Safari by air from N.Y., incl. 6-day steam tour on many English lines, 1st-class hotels, 2 meals a day, all transfers and sightseeing. Contact

Southeast La. Chapter, NRHS British Rail Trip, 404 Maxine Dr., Baton Rouge, La. 70808.

Sept. 13: Pageant of Trolley cars, operating ex-Conn. Co, cars, Brooklyn convertible, NYC Third Ave., North Shore interurban, etc. Adults $2, kids $1. Query Branford Electric Ry. Assn., Box 457, Short Beach, Conn. 06405.

Sept. 13-14: Vt. 2-Bicentennial Express, two-day steam-doubleheader, to Burlington, Vt. Ticket includes visit to Shelburne Museum home of last Central Vermont 4-6-0, No. 220. Advance ticket sales only, $45. Write Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101, or call 802 463-3937.

Sept. 12-28: annual display of Southern Calif. Chapter, R&LHS, historical locos and equipment at L.A. County Fair, Pomona, Calif., daily 10 a.m.-6 p.m. Contact W.A. Smith, 1020 N. Sierra Bonita Ave., Los Angeles, Calif. 90046. (See this month's Hobby Club.)

Sept. 12-14: Utah Fall Spectacular sponsored by Rocky Mt. RR Club. Amtrak coach, Denver to Ogden, return Rio Grande Zephyr, Provo to Denver. Trip incl. rail movements on Salt Lake, Garfield & Western, and Wasatch Mt. Ry., bus tours, hotel, all-rail Denver to Denver, $119 per person double; single room supplement $20. Write Rocky Mt. Rail Tour, Box 15097, Lakewood, Colo. 80215.

Sept. 18-20: 719th Ry. Operating Bn, WW2, meeting with Military Ry. Service Veterans Reunion, Deauville Hotel, Miami Beach, Fla. Info from Rodney E. Runsteen, 12620 W. Dodge Rd., Oamaha, Neb. 68154.

Sept. 20-21: fall foliage trip via D&RGW Rio Grande Zephyr, Denver to Grand Jct., Colo., and return, side trips. Contact Intermountain Chapter, NRHS, Box 5181 TA, Denver, Colo.; or Colorado Midland Chapter, NRHS, Box 9161, Colorado Springs, Colo. 80932; or Colo. RR Museum, Box 10, Golden, Colo. 80401.

Sept. 20-21: Schuylkill & Lehigh Model RR club sponsoring Railfan Weekend on WK&S RR., Kempton, Pa. Sat., steam train, trolley rides, movies; Sun., steam doubleheaded trains, cab and caboose rides. Write Thomas J. Loeper, secretary, S&LMRR club, 1728 N 3rd St., Reading, Pa. 19601.

Sept. 20: D&H Washington branch trip, Colonie, Castleton, Whitehall, and return. Oct. 5: Autumn Special: Wilkes-Barre to Oneonta, and return. Query Tom O'Brien, Delaware & Hudson R.R., D&H Bldg., Albany, N.Y. 12207.

Sept. 20, 21 & 28: Allegheny RR sponsoring ex-Grand Trunk Western 2-8-2 No. 4070 hauling 19-car train over P&LE's rock-ballasted CTC mainline from Pittsburgh east to McKeesport, south along Monongahela River Valley to Brownsville, Jct., Pa., and return. Reclining and walkover seat coaches, 9 open-window cars, snack car, photo runbys. Lv. P&LE Terminal all dates 9:30 a.m., return about 6:30 p.m. Adults $19.59, kids $13.75; state date preference. Contact ARR Ticket Office, Box G, E. Akron, Ohio 44305.

Sept. 25-27: 43rd. reunion AEF 31st Ry. Engineers, Continental Hotel, Kansas City, Mo. Write Letha H. Petska, sec.-tres., 5206 Crest Dr., Kansas City, Mo. 66106.

Sept. 27-28: weekend with Clinchfield's One-spot, Elkhorn City, Ky., to Spartanburg, S.C. Lv. Sat., return Sun. Package deal incl. trip, motel, meals. Write H.V. Rouse, treas., Bluegrass Model RR Club, 346 Desha Rd., Lexington, Ky. 40502.

Sept. 27: Gondola Special via Hartwell RR, behind ex-NYOW No. 5. Signature on waiver required. Entire line to Bowersville with photo runby. Lv. Hartwell, Ga., 10:30 a.m. Adults $5, kids $3. Send SAS to Hartwell Trip, Augusta Chapter, NRHS, 1439 Alpine Dr., Aiken, S.C. 29801.

Sept. 28: 7th annual Shortline Ramble benefiting Morris County Central Museum. Lv. Whippany, N.J., depot 9 a.m. on 24-mile Morristown & Erie mainline tour behind ex-FEC Pacific 148, open-window coaches, photo runbys. Adults $5, kids under twelve $3. Check or MO full name of Museum and SSE to Fantrip, Box 237, Cedar Grove, N.J. 07009.

Oct. 4: 470 RR Club Gorham Gallivant, Portland, Me., to Gorham, N.H., round trip. Midday family-style meal at Gorham for first 300 reservations. Open-door baggage car, airconditioned CN coaches, photo runbys, diesel-powered. Lv. Portland 8 a.m., return about 6:30 p.m. Adults !17.50, kids (5-12) $11.50. Lunch adults $3.50, kids $2. Contact H.O. Preble, The 470 RR Club, Box 373, Brunswick, Me. 04011.

Oct. 5: 15th anniversary 470 RR Club Fall Foliage tri-state trip, Portland to Island Pond, Vt., round trip, 300 miles over GT, with open-door baggage, snack bar car, air-cond. coaches, photo runsbys. Lv. India St., Portland, 8 a.m., return about 7 p.m. Adults $24, kids $15. Query Ron Johnson, 470 RR Club, Box 2641, South Portland, Me. 04106.

Oct. 4-5: Fall Foliage steam trip with 2 locos pulling open-window vintage cars over 220 miles of branchline and mainline. Package price incl. 2 days' train travel, on-train lunch both days, Sat. evening banquet, Sun. morning breakfast, hotel overnight, bus transfers between train and hotel. Oct. 19: Steam to the Kawartha's. Fall Scenery excursion behind Credit Valley 4-6-0 No. 1057. Lv. Toronto for Havelock, Ont., over Credit Valley Ry., open-window coaches, photo runbys. Adults $19, kids $14. Contact Ontario Rail Assn., Box 64, Brampton, Ont., Canada L6V 2K7.

Oct. 4-5, 11-12 & 18: Autumn Foliage trips on Greenbrier Scenic up Greenbrier River Valley from Ronceverte to Cass, W. Va., and return behind diesel pulling 10- and 12 car passenger trains. Oct. 5 on Spruce Special originates from Elkins, W.Va., with Cass Heisler No. 6 and WM diesels on trip into Potomac highland wild area. Query Greenbrier RR, Box 250, Ronceverte, W.Va. 24970.

Oct. 4: Erwin, Tenn., to Marion, N.C., round trip special behind Clinchfield No. 1. Write Erwin Civitan Club, Box 370, Erwin, Tenn. 37650 (SSE).

Oct. 5: Clinchfield No. 1 on round trip train Marion to Erwin. Query Dave Hinson, Exchange Club, 309 Circleview, Shelby, N.C. 28150 (SSE).

Oct. 5: third annual Youngstown Model RR Assn. flea market, table reservations $3, $5, general admission $1; 12 noon-5 p.m., Canfield Fairgrounds, Arts & Crafts Bldg., Youngstown, Ohio. Query Dave Craig, 20 E. Auburndale Ave., Youngstown 44507.

Oct. 11-12: Fall Leaf Special each day behind steamer 722, Atlanta to Toccoa, Ga., round trip. Contact Atlanta Chapter, NRHS, Box 13132, Atlanta, Ga. 30324.

Oct. 11-12: Autumn Leaves Special behind Clinchfield No. 1, Spartanburg, S.C., to Erwin, round trip. Write Clinchfield RR. Transportation Dept., Erwin, Tenn. 37650.

Oct. 11-12: Collector-Rama, trains, railroadiana, etc., table rentals, Fairhaven Hall, Richland County Fairgrounds; Sat., 9 a.m.-9 p.m.; Sun., 9 a.m.-5 p.m. Query John R# Smith, 385 S. Main St., Mansfield, Ohio 44903.

Oct. 18, 19, 25: Fall Leaf Spectacular sponsored by Tenn. Valley RR Museum behind its own ex-Southern 4501, Chattanooga to Crossville, Tenn., round trip. Contact TVRM, Box 5263, Chattanooga, Tenn. 37406.

Oct. 18-19: Autumn Open House on New Hope & Ivyland, and Buckingham Valley Trolley sponsored by New Hope Chapter, NRHS, features doubleheaded steam with ex-Cliffside 2-8-0, ex-CNR 4-6-0; doubleheaded diesel with ex-Copper Range Baldwins 100 & 101. New this year are rides on restored ex-Phila. Suburban Trans. trolley 26; on display will be ex-PRR Baldwin 9069 and ex-NYC 9315. Unlimited day and night rides on all trains. Weekend pass $20. Sat. only, $15; Sun. $10. Cab rides on advance orders. For flyer send large SSE to Richard C. Roden, chairman, 910 W. Cobbs Creek Pkwy., Yeadon, Pa. 19050.

Oct. 18: Marion to Erwin, round trip behind Clinchfield No. 1 special. Write Carl Loftin, Asheville Civitan Club, Box 7146, Asheville, N.C. 28807 (SSE).

Oct. 19: same trip as above, but sponsored by Marion Civitan Club. Contact Geo. Morgan, Box 1068, Marion, N.C. 28752 (SSE).

Oct. 25: Clinchfield No. 1 on special train Spartanburg to Erwin, round trip sponsored by Spartanburg Breakfast Optimist Club. Info from Blanton Insurers, Box 8036, Spartanburg, S.C. 29303 (SASE).

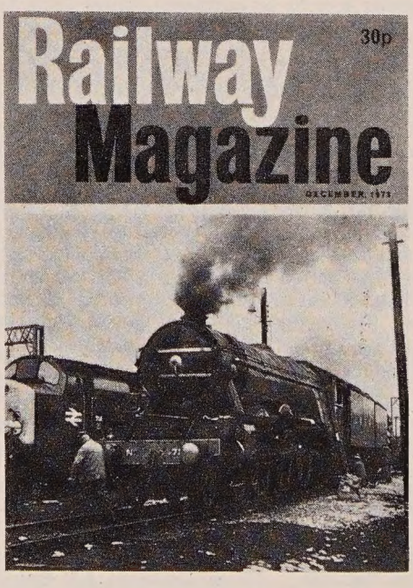
Oct. 26: same trip as above, but sponsored by North Brothers, Inc. Details from Mr. Marion Boyette, Box 1451, Spartanburg, S.C. 29301. ●

For 75 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

Subscription post free, $11 per year

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.1. ENGLAND



Pen Pals Wanted

Ronald C. Thies, 7706 Monroe St., Forest Park, Illinois 60130, wants to hear from girls interested in railroads.

(Mr.) Andre Fournier, 1745 Rocheleau, St. Hubert, Que., Canada, will swap stamps with anyone in any country.

Kathy L. Porter (age 25), 2221 W. Van Normal Ave., Milwaukee, Wisc. 53221, wants to hear from U.S. railroad men over 30.

Bruce F. Blackadder, 15 Church St., JIM 158, Lennoxville, Que., Canada.

Terry Oliver, British Rail freight guard (conductor) and photographer, wants to contact North American freight conductors.

Darren Robinson (age 9), son of British Rail motive power supervisor, 74 Godmans Lane, Marks Tey, Colchester, Essex, England, seeks correspondence with boy of about same age. Interested in stamp collecting, football, swimming. ●

CAMERA 35 Box 9500, Greenwich, Connecticut 06830

RR 8/75

Gentlemen:

Please enter my subscription to CAMERA 35 at the introductory rate of 10 issues for only $4.44 (regularly $8.00 by subscription). I understand I may cancel at anytime and receive a refund on all unmailed issues.

☐ Double my savings. Send 20 issues for $8.88

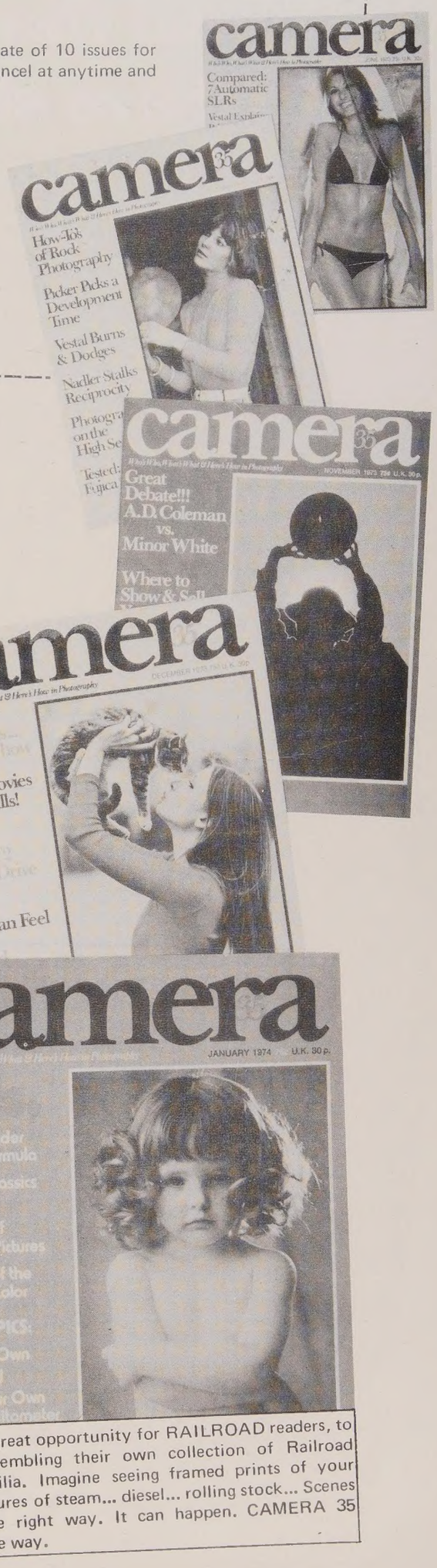
☐ PAYMENT ENCLOSED ☐ BILL ME

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Canadian Addressess add $2.00 per year postage; Pan-American add $3.00; Foreign $5.00



THE BEST PICTURES OF YOUR LIFE MAY BE JUST A FEW ISSUES AWAY!

Great shots sometimes happen by chance, but a thorough-going knowledge of photography narrows the odds in your favor! How you see things and what you can do about it . . . is CAMERA 35's special concern. It is our job to help you get your ideas on film.

Photography is an expanding universe of creative ideas. Our editorial approach is specific enough to let you know what's going on in the world of the 35mm photography . . . yet broad enough to keep you in touch with the trends and counter-trends in the wider world of visual communication.

Photographic essays play a big part in the scheme of things. Gain insights into your own work by seeing and understanding the images of others. A growing visual awareness gives your work greater depth and dimension. Suddenly—your images have new meaning and impact.

Test Reports . . . Newsletters . . . Regular Columnists . . . Photographic Essays . . . Profiles and Interviews . . . Serialized Installments . . . Readers' Gallery are just a few of the features you will be encountering during your subscription.

In every issue there are concise, comprehensive, and informative How-To articles which focus on a specific aspect of 35mm photography. Read what the experts and professionals have to say. CAMERA 35 helps you get it all together. Develop your photographic skills to match every challenge you can devise. Perhaps, you are just a few issues away from the best pictures of your life.

10 Issues $4.44 or Double Your Savings 20 Issues $8.88

Here's a great opportunity for RAILROAD readers, to begin assembling their own collection of Railroad memorabilia. Imagine seeing framed prints of your own pictures of steam... diesel... rolling stock... Scenes along the right way. It can happen. CAMERA 35 points the way.

Shown below:
All the beers in America that are still Beechwood Aged.

"Somebody still cares about quality."